

**Scenic Byway Management Plan  
for  
New Jersey Route 29  
Trenton to Frenchtown**



**August 1997  
by  
New Jersey Department of Transportation  
( Sponsor )**

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# **NEW JERSEY DEPARTMENT OF TRANSPORTATION**

**John J. Haley, Jr.  
Commissioner**

## **State Scenic Byways Steering Committee**

### **New Jersey Department of Transportation**

William S. Beetle, Director, Transportation Systems Planning  
Bonny F. McCarter, Scenic Byways Coordinator  
William Feldman, Bureau of Suburban Mobility  
Larry McElmoyl, Bureau of Design Standards  
Susan M. Weber, Bureau of Statewide Planning  
Charles Monahan, Manager, Bureau of Landscape Architecture (ret. 6/95)  
David Byers, Landscape and Urban Design Unit

### **New Jersey Department of the Treasury**

**Bryan W. Clymer, State Treasurer**

Herbert Simmens, Director, Office of State Planning  
Robert A. Kull, Assistant Director, Office of State Planning  
Thomas G. Dallessio, Area Planning Manager, Office of State Planning  
David J. Hojsak, Area Planning Manager, Office of State Planning

### **New Jersey Department of Environmental Protection**

**Robert C. Shinn, Jr., Commissioner**

James Hall, Assistant Commissioner, Natural and Historic Resources  
Carl Nordstrom, Deputy Director, Division of Parks and Forestry  
Robert Stokes, Chief, Outdoor Recreation Planning, Green Acres Adm.

### **New Jersey Department of Commerce and Economic Development**

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Linda M. Conlin, Director, Division of Travel and Tourism  
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## Credits

**Project Manager:** William S. Beetle  
New Jersey Department of Transportation

**Project Coordinator:  
and Editor** Bonny F. McCarter  
New Jersey Department of Transportation

**Primary Author:** Robert A. Kull  
New Jersey Office of State Planning

**Photographs:**  
**Panoramas:** Ariane Delafosse  
Rutgers University

**Graphics:** David Byers  
Segment maps, Survey Cindy Bloom and Brenda Gurkovich  
Forms & Photo Assembly Robin Hunt  
New Jersey Department of Transportation

**Location Map:** Steven Karp  
New Jersey Office of State Planning



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## PREFACE

In October 1993, the Federal Highway Administration approved New Jersey's Scenic Byways Program as part of the national interim scenic byways program established under the Federal Intermodal Surface Transportation Efficiency Act (ISTEA). Although New Jersey's program is a state and not a federal program, New Jersey did not want to develop a program which was in conflict with or contradictory to the national scenic byways program.

New Jersey's program is described in the February 1995 report, The New Jersey Scenic Byways Program, published by the New Jersey Department of Transportation. This program establishes a process by which a sponsor, usually a local agency or organization, can nominate a scenic byway for designation by the State. Before a road can be designated as a scenic byway, the sponsor must lead a public, intergovernmental process to prepare a plan for managing the view from the scenic byway, the "scenic corridor."

While New Jersey's program was based on an extensive review of existing and proposed scenic road programs within New Jersey and in other states, the New Jersey Department of Transportation, in concert with its Scenic Byways Steering Committee, elected to perform its own case study of a candidate scenic byway to ensure that the process is as efficient and effective as possible in meeting its objectives before inviting nominations for other roads. New Jersey Route 29 was selected for this case study due to its diversity of urban and rural landscapes, the existing high level of State investment in its scenic corridor, its proximity to State agency analysts and decision makers, and not in the least its extraordinary combination of natural beauty, historic character, tourist attraction and the demands of its commuter and commercial traffic. From this case study, the Department was able to determine the resources needed to support this program, changes were instituted before resources are spent by sponsors, and potential sponsors were provided with a successful model to follow in developing their own management plans.

As a consequence of being the first case study, the normal process was modified to allow for greater analysis and experimentation in preparing the management plan. Normally, a local sponsor prepares a nomination for the candidate

## PREFACE

scenic byway. Where the nomination has potential for designation, the Department of Transportation and its associated advisory committees will aid the sponsor to convene a Scenic Corridor Committee and establish a working schedule for the byway. The sponsor and the Scenic Corridor Committee then perform an inventory and analysis of the features of the byway, recommend management measures, and prepare a draft management plan, all with public input. For this case study, the New Jersey Department of Transportation retained the role of sponsor and, with several other State Departments, developed a working draft of the management plan as a resource for review by local agencies and the public.

This Management Plan emphasizes opportunities for State agencies to coordinate and prioritize their activities in ways that will maintain and enhance the scenic qualities of Route 29. It was prepared by the State Scenic Byways Steering Committee, which consisted of representatives of the New Jersey Department of Transportation, the Transportation Executive Council, the Office of State Planning in the New Jersey Department of the Treasury, the Natural and Historic Resources Group of the Department of Environmental Protection, and the Division of Travel and Tourism of the Department of Commerce and Economic Development. In addition to meeting with locally elected officials in the Route 29 corridor, members of the Steering Committee conducted four public workshop meetings in March 1995 and two additional public meetings in June 1995 to receive comments and discuss revisions regarding drafts of the Management Plan. This Management Plan supports the formal designation on June 26, 1996 of Route 29 as New Jersey's first scenic byway.



## New Jersey Route 29 Scenic Byway Management Plan - Development Process

### Description and Purpose

Scenic byways are roads that provide us with access to extraordinary scenic, historic, cultural, recreational, natural or archaeological features.

Route 29 is a New Jersey State Highway that extends for approximately 35 miles alongside the Delaware River at the western boundary of central New Jersey. The highway extends to the rural village of Frenchtown in Hunterdon County to the north and into the State's capital city of Trenton in Mercer County to the south. It parallels the historic Delaware and Raritan Feeder Canal for much of its length, offering spectacular views of the Delaware River and historic riverside towns, and skirting the base of rock cliffs along its northern portions as it passes through a rich and diverse natural and cultural landscape.

Exhibit 1 is a location map of the route and region. The route has existed since colonial days, and provides a gateway to many historic communities and recreational areas such as Washington's Crossing State Park. Nearly the entire western side of the road, and some of the eastern side, is in public ownership and will be kept as park or natural land. The Delaware and Raritan Canal State Park parallels Route 29 for almost sixteen miles, and a recreational trail maintained by the Canal Park extends for an additional ten miles. The only developed areas between the road and the Delaware River are in the cities of Trenton and Lambertville, Stockton Borough and the communities of Titusville and Byram. Titusville and Lambertville are on the National Register of Historic Places and every municipality includes historic sites near the road. Stockton and Raven Rock are eligible for inclusion on the National Register but have not yet been

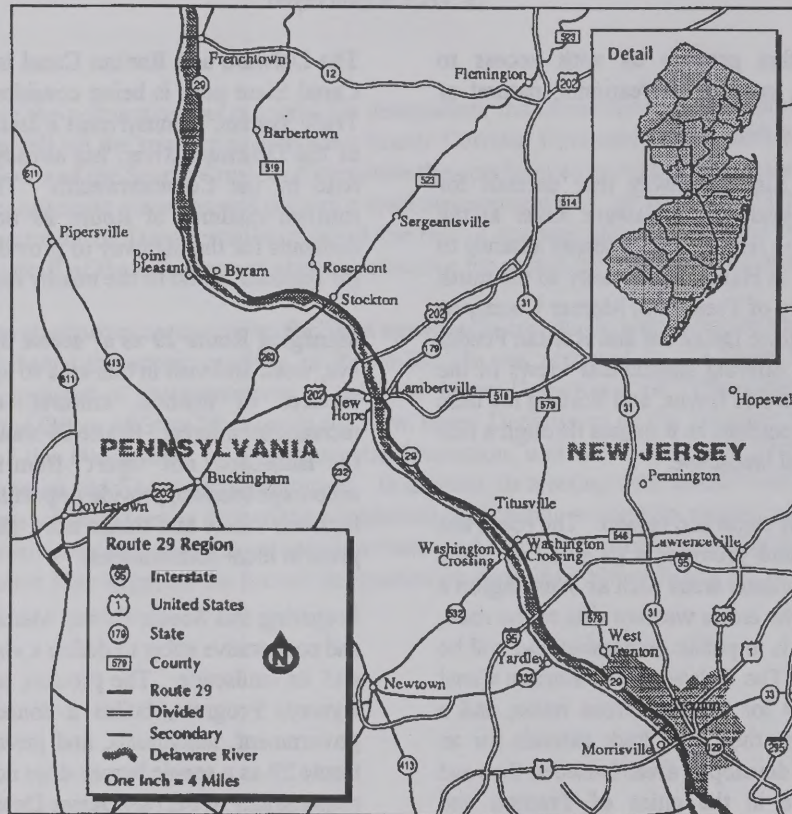
surveyed<sup>1</sup>.

The Delaware and Raritan Canal is also a historic site, and the Canal State park is being considered for inclusion in the State Trails System. Pennsylvania's State Route 32, on the west bank of the Delaware River, has already been designated as a scenic road by the Commonwealth. The historic, recreational and tourism qualities of Route 29 now compete with increasing demands for the highway to provide an alternative thoroughfare for regional traffic to the nearby interstate highways.

Managing Route 29 as a "scenic byway" will enable those who live, work and visit in this area to appreciate the views and other features of historic, cultural, archaeological, natural and recreational interest. Route 29 should be managed as "a part of" the landscape, not "apart" from it. Proper management can encourage tourism, provide opportunities for commerce, improve highway safety and traffic flow, and enhance quality of life and pride in local communities.

Preparing this Scenic Byway Management Plan was a voluntary and cooperative effort to define a vision for the future of the road and its landscape. The process, as designed by the NJ Scenic Byways Program, builds a consensus involving all levels of government, individuals, and private interests. Designation of Route 29 as a scenic byway does not change or limit the existing responsibility of the New Jersey Department of Transportation for the State highway or the authority of any municipality, county or State agency that makes decisions affecting the road and its surroundings. It will also not restrict the maintenance or reconstruction of the highway needed to meet the traffic needs of the communities it serves, the safety improvements that help

EXHIBIT 1 - Location Map





## **New Jersey Route 29 Scenic Byway Management Plan - Development Process**

protect the motorist and non-vehicular user of the highway, or the recreational needs of the tourist and residents in the scenic corridor. It does not establish or imply greater regulation or funding, but instead coordinates and makes more effective the use of regulations and funding sources already in place.

The Management Plan identifies a strategy to protect and enhance the existing scenic qualities of Route 29 by coordinating activities of the State agencies that already have substantial investments in the scenic corridor. It recommends capital improvements, investments, and design considerations. County and municipal governments, businesses, non-profit organizations and individuals are encouraged to coordinate their actions and investments with those set forth in this Management Plan. Together, these measures will help to ensure that Route 29's role for regional traffic and as a regional treasure remain compatible in the future.

Completion of this Management Plan meets the New Jersey Scenic Byways Program criteria for designating Route 29 as the first scenic byway in the state. As a designated scenic byway in an approved State program, projects in the Route 29 scenic corridor are eligible for Federal scenic byway grant funds. More importantly, the Management Plan provides a coordinated strategy with which State and local governments and local and regional organizations can:

- leverage existing sources of funding;
- promote regional tourism; and
- encourage other public and private activities and investments in compatible economic growth and conservation within the scenic corridor.

This Management Plan for Route 29 was prepared as a demonstration of New Jersey's scenic byway designation process. Experiences gained in preparing this management plan enabled the New Jersey Department of Transportation to make programmatic adjustments and revisions to the designation process where warranted, and will serve as a model that can be adapted for other scenic byways.

### **Sponsor**

The New Jersey Department of Transportation is the Sponsor for the Route 29 Scenic Byway. Route 29 is a State Highway within the jurisdiction of the Department. William S. Beetle, Director, Transportation Systems Planning was the lead contact for the Department.

### **Scenic Corridor Committee**

The New Jersey Scenic Byways Program requires that a Scenic Corridor Committee be established by the Sponsor for each scenic byway nomination to provide State and local officials an opportunity to collaborate in the development of a scenic byway management plan. The Scenic Corridor Committee is not vested with decision making authority, but is organized to discern and resolve issues associated with the designation and management of the scenic byway. The lead contact for the Sponsor serves as Moderator for the Scenic Corridor Committee.

For the purposes of this case study, this committee was an interagency task group chaired by the NJDOT and consisted of representatives of several bureaus of the Department of Transportation, the Transportation Executive Council, the New

## **New Jersey Route 29 Scenic Byway Management Plan - Development Process**

Jersey Department of the Treasury's Office of State Planning, the New Jersey Department of Environmental Protection's Natural and Historic Resources Group, the New Jersey Department of Commerce and Economic Development's Division of Travel and Tourism and a representative of the Delaware & Raritan Canal Commission. The Management Plan was prepared in consultation with the State Scenic Byways Program Advisory Committee, local elected officials and the public.

Beginning in December 1994, the Mayor of each municipality along Route 29 was briefed regarding the October 1994 preliminary draft management plan and the scenic byway designation process. A series of four public workshop meetings to receive comment and discuss revisions regarding the preliminary draft management plan were held in Ewing, Hopewell, Lambertville and Kingwood between March 20 and March 30, 1995. A series of two follow-up meetings were held in Titusville (June 1, 1995) and Stockton (June 6, 1995). Two documents, "Responses to Public Comments" and "Summary of Revisions", were prepared following the initial series of public workshops and were distributed in advance of the second series of meetings. These documents were subsequently revised to include comments received at the June 1995 meetings, and are included in the Management Plan as Appendix 7 and Appendix 8.

### **Inventory and Assessment**

In just 35 miles, Route 29 provides an experience of passing through a major urban area, suburbs, historic towns and villages, farm fields and forests. Municipal master plans and development proposals portend significant changes in land use in portions of the scenic corridor, however. Limited public funds require

maintenance activities and improvements be targeted to where and when they may be most effective.

An inventory and assessment of scenic resources along Route 29 was conducted by the Corridor Committee. The scenic corridor was delineated, and the byway was divided into segments based on similarities in character to focus the analysis on issues of both local and regional concern. Physical and visual inventories were prepared for each segment, in which scenic features and existing and potential land uses were described and relevant roadway conditions such as the lane width, rights-of-way, pavement condition, geometrics, intersections and signals, transit stops, bike paths and shoulders, and traffic speeds, were identified. An institutional survey was performed for each jurisdiction.

### **Delineation of the Scenic Corridor**

The scenic corridor is the area that can be seen from a scenic byway, including the thoroughfare itself, and includes features of significant scenic, natural, recreational, cultural, historic and archaeological interest. In essence, the scenic corridor is the area that needs to be managed to ensure that the scenic byway remains scenic.

The Route 29 scenic corridor consists of New Jersey State Highway 29 and its associated rights-of-way between its northern terminus at Frenchtown, Hunterdon County and its southern terminus in Trenton, Mercer County. Delineations of the scenic corridor are provided in the route diagrams prepared by the New Jersey Department of Transportation, and are included in the analysis for each segment.



## **New Jersey Route 29 Scenic Byway Management Plan - Development Process**

The scenic corridor for Route 29 was delineated by Rutgers University using a geographic information system to analyze topographic data digitized from 1:24,000 scale U.S. Geological Survey 7.5 minute quadrangle maps<sup>2</sup>.

### **Corridor Analysis**

An inventory of physical elements of the scenic corridor provides the basic structure for the management plan by determining the types of features for which management measures are necessary and the priority with which actions should be taken. The visual survey complements the physical survey by ensuring that the landscape has an exceptional compositional merit, so that the route provides opportunities for an outstanding travel experience.

A physical and visual survey of the Route 29 scenic corridor was performed by a team of two raters, one from the New Jersey Department of Transportation, Landscape and Urban Design unit, and the other from the New Jersey Department of the Treasury, Office of State Planning, during January 1994. Site visits were supplemented by videotaped inventories of the highway prepared by the Department of Transportation in May 1991 and November 1993, and by photographs taken by a team of Rutgers University students in September and October of 1993. Photographs of 32 “observer sites” along the highway were assembled and mounted on portable displays to provide a panorama for each site. A detailed description of the methods and definitions used are included in Appendix 4 and Appendix 5.

### **Institutional Survey**

The institutional survey is intended to be an objective inventory of

measures that are currently in place or potentially available to manage the scenic corridor. The survey is conducted by interviewing public officials at all levels of government with jurisdiction in the scenic corridor. The standard questions used in the interview are listed in Appendix 6.

For this case study, representatives of the Corridor Committee met with representatives of the Mercer and Hunterdon County Planning Boards and with the Mayor of each municipality along Route 29. At each meeting, the local officials were briefed regarding the status, benefits and process of designating Route 29 as a scenic byway. Feedback was encouraged on these issues and on issues identified in the interview questionnaire.

### **Scenic Byway Management Strategy**

The purpose of this management strategy is to define a combination of measures that can ensure that the scenic byway:

- maintains its scenic qualities, variety, and accessibility;
- encourages compatible and adaptable relationships between the byway and existing and future activities in the scenic corridor.

The key to the success of the Scenic Byway Management Plan as a “strategic” plan is that its management measures are well matched to the objectives for the scenic byway, and that the management measures complement one another in both their design and implementation. Relationships among agencies responsible for these management measures will be kept flexible and adaptable through the oversight of a Scenic Byway Coordinator within the NJDOT.

## **New Jersey Route 29 Scenic Byway Management Plan - Development Process**

A glossary of terms used in the management strategy is provided in Appendix 3.

### **General Objectives and Policies**

Before specific measures are identified, it is important to establish the objectives for managing the scenic byway, and to define the policies for selecting and setting priorities among management measures within the scenic corridor. In this way, specific activities affecting the scenic corridor that are not now explicitly included in the management strategy can be either added to the management measures for specific segments in the future, or can be conducted in ways that complement and reinforce the other measures in each segment.

The objectives for managing Route 29 as a Scenic Byway are presented in Exhibit 2: Scenic Byway Management Plan Objectives. These objectives are consistent with the stated objectives of New Jersey's Scenic Byways Program. The general policies for managing the scenic corridor, presented in Exhibit 3, are principles that define how these objectives are to be met and overarch the individual segments of the scenic byway.

### **Recommended Measures - Corridor Analysis**

This section recommends specific actions to be taken to preserve, protect, enhance and improve access to the resources and opportunities within the Route 29 scenic corridor. Together with the general policies cited above, these measures will enable Route 29 to meet the objectives of the Scenic Byways Management Plan.

Results of the physical and visual surveys are presented for both

northbound and southbound travel because the experience of traveling Route 29 depends on which direction you go. These results, describing general characteristics and listing significant features (including historic sites and recreational areas), generated a variety of ideas and opportunities for mitigating or enhancing the visual impact of existing physical features observed within the scenic corridor. Numerical ratings provided a basis for comparing the overall scenic qualities among segments of the byway. Ratings ranged from 1 (least significant) to 5 (most significant), with no points given for physical features not present in the scenic corridor. Ideas and opportunities are not necessarily in order of priority, significance or feasibility.

The management strategies consist of recommended management measures selected from among the listed ideas and opportunities.

Management measures are grouped in the following categories: view shed management; right-of-way landscape management; safety enhancements; roadway design; and maintenance and operations. Management measures are not listed in order of priority, cost or location, within each category.

Diagrams identify the approximate locations in each segment where many of these recommended measures should be applied.

## **Exhibit 2: Route 29 Scenic Byway Management Plan Objectives**

1. To coordinate and prioritize State agency initiatives to acquire easements, remove billboards, encourage bicycle use, and otherwise enhance the scenic qualities of Route 29 in ways that balance demands of traffic, tourism and the development of the region.
2. To provide a framework for local and private expectations and actions regarding the qualities of the Route 29 scenic corridor.
3. To identify management policies and measures for the Route 29 scenic corridor that:
  - preserve and enhance the beauty and diversity of natural, cultivated, and built landscapes, emphasizing the relationship of these landscapes to the region's history, culture and future;
  - provide, and promote safe access to: sites of recreational, cultural, historical and archaeological interest in proximity to scenic views and centers of residential and economic activity;
  - enhance tourism in proximity to centers of recreation and commerce;
  - provide safe and relaxing everyday travel opportunities linked with other travel options such as bicycling, hiking and multi-modal travel;
  - encourage land uses that create and complement scenic vistas, prospects and panoramas;
  - create and improve relationships among the architectural, technological and engineering elements of transportation facilities and associated structures;
  - improve traffic flow and promote pedestrian, bicycle, and para-transit travel in ways that contribute to conserving energy resources and improving air quality.

### **Exhibit 3: General Policies**

1. In planning any new construction or rehabilitation activities affecting the scenic byway, public agencies should consult with other State, county and municipal agencies through the Scenic Byway Coordinator to arrange actions, responsibilities and schedules in ways that will accomplish the objectives of the Route 29 Management Plan.
2. Safe and adequate pedestrian and bicycle access along and across Route 29 should be provided wherever possible and in accordance with provisions of the Bicycle and Pedestrian Master Plan of the New Jersey Department of Transportation.
3. Commercial and informational signage should be of sizes, styles and locations compatible with the scenic and historic nature of the surrounding scenic corridor. Each agency should formally establish standards for signage in consultation with other State, county and municipal agencies having jurisdiction within the scenic corridor through the Scenic Byway Coordinator. Traffic directional signage should continue to be specified by the New Jersey Department of Transportation in accordance with established national standards. Municipalities along the scenic byway should coordinate ordinances with adjacent municipalities to encourage signage that is distinctive to the municipality, yet is compatible with neighboring municipalities and with the overall character of the scenic corridor. Signage should be consolidated or relocated to tourist information centers wherever possible.
4. When upgrading roadway lighting, guide rail, fencing and other surface hardware along Route 29, replacements should be of a design determined by the New Jersey Department of Transportation to be compatible with the scenic and historic nature of the surrounding scenic corridor.
5. When utility relocation or installation work is undertaken within the scenic corridor, utilities should be consolidated and placed where they will have the least obtrusive visual impact. Unless financial and subsurface conditions make it impossible, utilities should be located underground.
6. All land use, development and capital improvement plans, regulations and projects affecting lands within the scenic corridor should include provisions for landscaping and other techniques that ensure the least obtrusive visual impact to the scenic corridor while ensuring safety and balancing needs in accordance with the objectives of the scenic byway management plan.



### **Exhibit 3: General Policies**

- Plant materials should be selected for hardiness, adaptability to habitat, texture and scale; native plant materials should be used wherever they satisfy these requirements.
  - Tree work performed in the scenic corridor should be performed where necessary to ensure safety along the scenic byway and to create, enhance and maintain views to the river and across the valley from the roadway and park trails.
  - The use of herbicides should be avoided whenever possible. When the use of herbicides is necessary, it should be strictly controlled by the type and placement of the product to ensure that no toxic material enters the canal or any waterway.
  - Needs to open views should be balanced with needs of users of the Delaware and Raritan Canal Park, the Delaware River, and other recreational areas and residents to avoid increases in traffic noise, to preserve the native ecology and habitat and to maintain adequate safety and security.
  - The preparation of county and municipal design guidelines for development within the scenic corridor should be encouraged and supported by State agencies where they are established in consultation with the State Scenic Byway Coordinator and where they achieve the objectives of the Scenic Byway Management Plan.
7. The New Jersey Department of Transportation should, through maintenance schedules, contracts or cooperative maintenance agreements, remove weeds, gravel, soil and other debris from the scenic byway on a periodic and seasonally adjusted basis to ensure the safety of pedestrians, bicyclists, and the traveling public.
8. In selecting management measures for the Route 29 scenic corridor to be implemented in a given year, priority should be given to actions that: preserve existing scenic qualities of the byway (e.g. land acquisition) over scenic enhancements; enhance public safety; improve access to tourism related commerce and to recreational and historic sites from “centers” designated in the State Development and Redevelopment Plan; improve access to remote recreational facilities and historic sites in accordance with applicable master plans; or leverage multiple sources of public funds and/or private/non-profit capital for the same or complementary actions.

## New Jersey Route 29 Scenic Byway Management Plan - Implementation

### *Implementation Schedules*

The management measures recommended in the individual segment discussions have been summarized in Exhibit 4, Tables 1, 2 and 3 and appear at the end of the "Implementation" section of the Management Plan. The management strategies were, in part, selected to be items that could be "added on" to regular "non-scenic" capital projects. In these days of limited funds, it was felt that it was reasonable to assume that these strategies would have a better chance of being implemented if they were not solely stand-alone type efforts.

#### *I. Project Schedule:*

The strategy summary tables are presented as short, medium and long range actions to reflect what the Scenic Corridor Committee felt was a reasonable estimate on how long it would take to complete a strategy once implementation was begun. "Short range" actions are those which were felt could be completed within one 5-year capital plan. "Medium range" is intended to indicate a 5-10 year time frame for completion, while "long range" actions are those which will probably require extensive study or design time. It should be remembered that all such designations - short, medium and long range - are speculative and are not based on any study or investigation.

The Scenic Corridor Committee originally intended to provide an indication of cost for each management strategy, as well as time frames. After much discussion, however, it was decided that since any such cost estimates would be based on pure conjecture, with no supportive research, the information would be misleading and

could possibly, in the long run, work against implementation.

To help ensure that these strategies are effectively implemented, a series of administrative recommendations are advanced involving planning and programming, property management, maintenance jurisdictions and funding arrangements.

- ▶ NJDOT, in consultation with the State Scenic Byways Program Steering Committee, should maintain a designated State Scenic Byways Coordinator that will be a point of contact for agencies and organizations implementing provisions of the Route 29 Scenic Byway Management Plan.
- ▶ NJDOT should provide guidance to local planning agencies in anticipating and evaluating how alternative land development designs can improve the cost effectiveness of efforts to minimize noise conflicts with highways.
- ▶ NJDOT should include Route 29 as a scenic byway as an element of its current long-range master plan.
- ▶ NJDOT should conduct a study to identify opportunities to relocate utilities along Route 29. The study should estimate costs and identify necessary institutional arrangements for relocating utilities, and should also assess the potential for acquiring easements outside of existing right-of-way for placement of the relocated utilities.

## **New Jersey Route 29 Scenic Byway Management Plan - Implementation**

- ▶ NJDOT, NJDEP, the Department of Commerce and Economic Development, the Economic Development Authority, the Department of Community Affairs and other applicable State agencies should review existing capital programs, funding procedures and other operations to identify and pursue opportunities to include the implementation of scenic byway management measures specified in this management plan.
- ▶ NJDOT and other State agencies should accord priorities for scenic byway improvements which are included in a strategic revitalization program endorsed by the Office of State Planning, which involve leveraged public and private investments or which are otherwise consistent with the provisions of the State Development and Redevelopment Plan.
- ▶ The New Jersey Office of State Planning, in cooperation with Hunterdon County, Mercer County and the appropriate municipalities, should encourage and assist in preparing applications to include Lambertville, Stockton, Frenchtown, Brookville, Titusville and Washington Crossing as designated center in the New Jersey State Development and Redevelopment Plan.
- ▶ NJDOT, in cooperation with the State Scenic Byways Advisory Committee, should develop and implement a program to monitor and evaluate implementation of the adopted management plan for the Route 29 scenic byway, and to periodically recommend and adopt revisions to the management plan.

### ***II. Property Management:***

- ▶ The New Jersey Department of the Treasury, in consultation with NJDOT, NJDEP and the New Jersey Department of Commerce and Economic Development, should revise and upgrade bidding specifications to incorporate appropriate provisions of scenic byway management plans for projects involving designated scenic byways.
- ▶ NJDOT, NJDEP and the Delaware and Raritan Canal Commission should work together to develop legislation and other authorities to establish user fees, concession arrangements and other means to ensure long-term, stable sources of funding to support the maintenance, improvement and patrolling of State-owned properties in the Route 29 scenic corridor.

### ***III. Maintenance Jurisdictions:***

- ▶ NJDOT, in consultation with the NJDEP, the Delaware and Raritan Canal Commission, counties and municipalities should delineate, through Memoranda of Agreement and maps, maintenance jurisdictions within the Route 29 scenic corridor to resolve existing uncertainties, overlaps, conflicts and omissions.
- ▶ NJDOT should develop guidelines for roadway maintenance and reconstruction projects that define methods to balance needs for standard engineering practices with site specific needs to protect scenic

## New Jersey Route 29 Scenic Byway Management Plan - Implementation

opportunities.

### ***IV. Funding Arrangements:***

- ▶ The New Jersey Office of State Planning should facilitate coordination among State agencies to schedule and leverage financing arrangements for actions in the Route 29 scenic byway in accordance with the approved management plan.
- ▶ NJDOT, NJDEP, and other State agencies, with the assistance of the New Jersey Office of State Planning, should coordinate project development and capital programming efforts with local agencies and private/non-profit organizations to coordinate funding and implementation of projects affecting the scenic byway.
- ▶ The New Jersey Office of State Planning, in consultation with NJDOT, NJDEP, the New Jersey Department of Commerce and Economic Development and other State agencies, should identify sources of capital funds, including but not limited to categorical and discretionary funding programs, that may potentially be used for projects in scenic byway management plans.



**Exhibit 4 - Table 1 : Management Strategies - Short Range Actions**

Project Description	Project Type	Byway Segment	Lead State Agency
Historic Markers/Tourism Signage	View Shed	Trenton Skyline	NJDOT / NJDOC / NJDEP
Historic Markers/Tourism Signage	View Shed	Stacy Park	NJDOT / NJDOC / NJDEP
Selective Thinning: Stacy Park	Landscape	Stacy Park	NJDOT ( with Trenton )
Navigational Signage	View Shed	Boulevard	NJDOT
Historical Markers: Fitch and Bray	View Shed	Boulevard	NJDOT
Street Trees: River Drive	Landscape	Boulevard	NJDOT
Navigational Signage	View Shed	Yardley Overlook	NJDOT
Selective Thinning: Reading Bridge	Landscape	Yardley Overlook	NJDOT
Navigational Signage	View Shed	I-95 Interchange	NJDOT
Tourism Signage: Wash Cr. Region	View Shed	Washington Crossing	NJDOT / NJDEP / NJDOC
Selective Thinning: South of Washington Cr.	Landscape	Washington Crossing	NJDOT
Historical Markers: Titusville	View Shed	Titusville	NJDOT / NJDEP
Tourism Signage	View Shed	Titusville	NJDEP / NJDOT
Signage: Pedestrian Crossings	Safety	Titusville	NJDOT
Pavement Reconstruction: Titusville	Maintenance	Titusville	NJDOT
Tourism Signage	View Shed	Baldpate Mountain/Goat Hill	NJDOT / NJDEP / NJDOC
Selective Thinning: Canal Views	Landscape	Baldpate Mountain/Goat Hill	NJDOT
Selective Thinning: River Views	Landscape	Baldpate Mountain/Goat Hill	NJDOT
Tourism Signage & Traffic Signage	View Shed	Lambertville	NJDOT / NJDEP / NJDOC
Streetscape Improvements:Lambertville Ctr.	Roadway	Lambertville	NJDOT
Historic Markers/Tourism Signage	View Shed	US-202 Interchange	NJDOT
Historic Marker: Furnace	View Shed	Canal North	NJDEP
Selective Thinning: Canal Views	Landscape	Canal North	NJDOT
Tourism Signage & Traffic Signage	View Shed	Stockton	NJDEP
Tourism Signage	View Shed	Bulls Island	NJDOT
Tourism Signage/Facilities: Bull's Island	View Shed	Bulls Island	NJDEP
Bicycle Route Debris Removal	Maintenance	Bulls Island	NJDOT
Bicycle-Safe Drainage Grates	Safety	Cliffs	NJDOT
Bicycle Route Debris Removal	Maintenance	Cliffs	NJDOT
Bicycle Route Debris Removal	Maintenance	Frenchtown Border	NJDOT

**Exhibit 4 - Table 2 : Management Strategies - Medium Range Actions**

Project Description	Project Type	Byway Segment	Lead State Agency
Screening Vegetation: West State Street	Landscape	Boulevard	NJDOT
Selective Thinning: South of I-95	Landscape	I-95 Interchange	NJDOT
Shoulder Improvements	Roadway	Washington Crossing	NJDOT
Upgrade Rest Area	Landscape	Baldpate Mountain/Goat Hill	NJDOT
Pavement Extension	Roadway	Baldpate Mountain/Goat Hill	NJDOT
Drainage Improvements	Maintenance	Baldpate Mountain/Goat Hill	NJDOT
Street Trees: Stockton South Gateway	Landscape	Stockton	NJDOT
Streetscape Improvements: Stockton Center	Landscape	Stockton	NJDOT
Bridge Restoration: Lockatong Creek	Landscape	Bulls Island	NJDOT
Selective Thinning: Canal Views	Landscape	Cliffs	NJDOT
Tourism Signage/Parking: Boat Ramp	Landscape	Frenchtown Border	NJDEP

**Exhibit 4 - Table 3 : Management Strategies - Long Range Actions**

Project Description	Project Type	Byway Segment	Lead State Agency
Fence Replacement: Trent House	Landscape	Trenton Skyline	NJDOT
Canal Park Parking Area	View Shed	US-202 Interchange	NJDEP
Street Trees: Cemetery	Landscape	US-202 Interchange	NJDOT
Highway Beautification	Landscape	US-202 Interchange	NJDOT
Rest Area: Lockatong Creek	View Shed	Bulls Island	NJDOT

## Trenton Skyline (m.p. 3.2 - m.p. 4.3) South Warren Street to Calhoun Street, Trenton

### *I. Northbound Survey*

#### *General Description:*

This segment constitutes the main northbound approach to the State Capitol complex from points south, east and west with the completion of the Trenton Complex of interstate highways. It begins as a gateway through which the traveler passes from a limited access city street at the edge of an urban area through a portal of three bridges (the first bridge a stone faced railroad bridge) and onto a modern, 6-lane elevated divided highway which provides outstanding day and night views of the Trenton city skyline.

#### *Significant Attributes:*

#### Road Conditions:

The roadway features a variable, transitional configuration ranging from 4-lane, undivided highway to 7-lane divided highway. Traffic is high speed (50 mph limit) and high volume<sup>3</sup>, and includes significant truck traffic. Lanes curve through bridges and along merge lanes.

#### Environs:

The view is dominated by extensive views of the highway and the city skyline to the right, with many focal points. City focal points are well lit and attractive at night. Wide highway lanes and shoulders provide a perception of safety during low traffic periods despite high traffic speeds and volumes. The landscape includes mature deciduous and flowering trees which provide significant

seasonal effects while mature evergreens shield parking lots. A limited view of the Calhoun Street truss bridge crossing the Delaware River is available to the left from northbound lanes, but the view is overshadowed by the skyline view to the right (except for travelers from Pennsylvania, who may be oriented to the river after exiting one of the local bridge crossings). There are no parking sites along this segment which share these views, and highway shoulders are unsafe for non-emergency use.

#### Points of Interest:

Stone railroad bridge (Amtrak); Alternate Route 1 truss bridge with "Trenton Makes the World Takes" logo on south face; William Trent House; War Memorial; Old Barracks; State House dome; State House Historic District; Capitol Complex landscaping; downtown office buildings; Mill Hill Historic District; Calhoun Street truss bridge.

### *II. Southbound Survey*

#### *General Description:*

This segment constitutes the main approach to the State Capitol complex from the northwest, and is also immediately north of the new Mercer County Waterfront Stadium and Park. It begins as a gateway through the Calhoun Street bridge underpass, immediately affording brief views of the State House complex to the left. As the southbound highway is at a lower elevation than the northbound roadway, the Delaware River rapids, bridges and the Morrisville, Pennsylvania shoreline dominate the view ahead and to the right. The view terminates entering the three bridges at the end of this segment, then opens to views through the old

## Trenton Skyline (m.p. 3.2 - m.p. 4.3) South Warren Street to Calhoun Street, Trenton

wharf park area to the Delaware River and to the Mercer County stadium complex.

### *Significant Attributes:*

### Road Conditions:

The highway carries high speed traffic and contains several merge points to the left and right, beginning with a clover-leaf style merge at the Calhoun Street underpass and exits to the left (Willow Street, Market Street) and the right (U.S. Route 1 south bridge to Pennsylvania). There is significant truck traffic. Speeds are reduced at the end of the segment due to merging traffic and to sharp curves through and south of the three bridges.

### Environs:

The Delaware River rapids contrast with surrounding views of the built environment of bulkheads, structures, signage and utilities on both sides of the river, some of which are visually obtrusive. A billboard at the base of the north side of the AMTRAK stone railroad bridge is visible to the left side of southbound lanes at the three bridges. City skyline views from southbound lanes are blocked by the northbound elevated highway (although a dramatic entrance is provided by the Willow Street ramp as it emerges from an underpass to approach the front of the War Memorial from the southwest). City focal points are well lit at night, and the Delaware River reflects lights from Morrisville, Pennsylvania on the opposite shore. Route 29, from m.p. 3.2 to m.p. 6.3, is named for John Fitch, who launched one of the first steamboats on the Delaware River in 1787.

### Points of Interest:

Delaware River views at “Trenton falls” south of Calhoun Street bridge; Mercer County Waterfront Park complex; State House dome (briefly) to left; Alternate Route 1 truss bridge with “Trenton Makes the World Takes” logo on south face; stone railroad bridge (Amtrak).

### *III. Ideas and Opportunities (Both Directions)*

- Focal points may be enhanced by lighting compatible with the system of historic markers and tourism signage strategy detailed under *IV. Management Strategies: View Shed Management*.
- The parking area at the old wharf area, accessible south of this segment, can be redesigned to be a scenic overlook of the Delaware River, bridges, and Mercer County Waterfront Park.
- Vegetation that obscures northbound views of the State House dome from the vicinity of milepost 4.0 can be cleared or thinned.
- Urban redevelopment programs can ensure that building facades visible from the highway are architecturally compatible with the existing Trenton skyline.
- Route 29 provides an attractive skyline view of the historic State House district from the south which could be enjoyed better from an elevated scenic overlook parking area separated from high-speed traffic and



## **Trenton Skyline (m.p. 3.2 - m.p. 4.3) South Warren Street to Calhoun Street, Trenton**

accessible from an existing interchange.

- Fencing along the northbound right-of-way behind the State House complex can be installed that is compatible with other fencing in the historic district and that preserves views of the historic buildings from the highway.
- The billboard at the base of the AMTRAK bridge can be removed.
- Scenic enhancements to Lamberton Street (onto which Route 29 terminates) can be coordinated or incorporated into the Route 29 scenic byway management plan.
- Geometrics of the curves to the south of the AMTRAK railroad bridge could be changed and speed limits lowered to allow for appreciation of scenic views of the Delaware River and the Mercer County Waterfront Stadium complex.
- Adopt-a-Highway litter removal sponsors can be recruited for the area south of the AMTRAK bridge.

### **IV. Management Strategies (Both Directions)**

There are no recommended management measures regarding safety enhancements, roadway design or maintenance and operations for this segment of the byway.

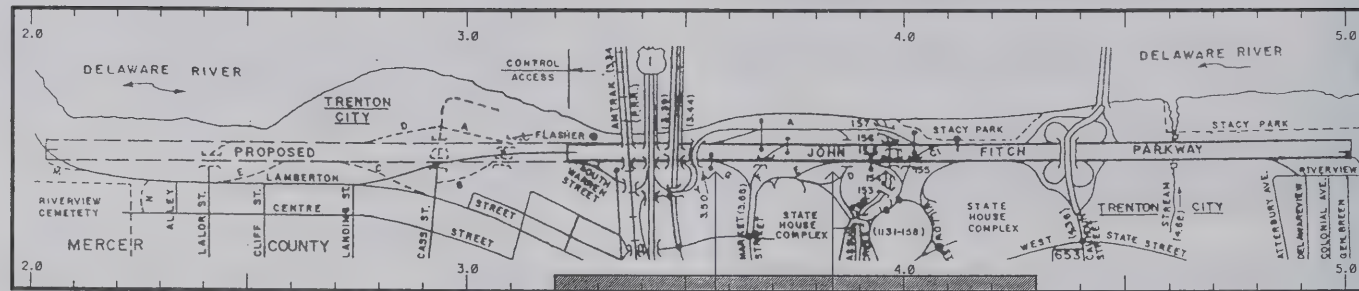
### ***View Shed Management:***

- NJDOT, in cooperation with the NJ Department of Commerce, Division of Travel and Tourism, NJDEP Natural and Historic Resources Group, Mercer County and the City of Trenton, should establish a system of historic markers and tourism signage along the Route 29 right-of-way and at interchanges to describe John Fitch and to identify, orient and direct visitors to historic sites in proximity to this segment.

### ***Right-of-Way Landscape Management:***

- NJDOT, in cooperation with the Trent House, the City of Trenton and the NJDEP State Historic Preservation Officer should prepare specifications for replacing the existing cyclone fence at the rear of the Trent House at the edge of the Route 29 and Market Street interchange right-of-way with a brick wall or ornamental iron fence.

# Management Plan – Segment 1 – Trenton Skyline (Milepost 3.2 – 4.3)



CONSIDER  
BRICKWALL OR  
ORNAMENTAL  
IRON FENCE

ADD  
HISTORIC  
MARKERS

## Stacy Park (m.p. 4.3 - m.p. 5.7) Calhoun Street Bridge, Trenton to Log Basin, Trenton

### *I. Northbound Survey*

#### *General Description:*

This portion of the scenic corridor, named the John Fitch Parkway, is a high speed, limited access (and basically straight) urban parkway which provides a physical and psychological transition from the city to the suburbs. This segment is wholly within the city of Trenton, and is bounded by the Delaware River and a riverfront park to the left and by Victorian residences to the right.

#### *Significant Attributes:*

#### Roadway Conditions:

Route 29 is a 4-lane divided highway with a 25-foot wide pavement, shoulders and a grass median strip. Northbound traffic is high speed (50 mph limit) with limited access. There are three pull-offs to a parallel road (Riverview Drive/Riverside Avenue), one exit ramp for Parkside Avenue, and one entrance from Riverside Avenue. Traffic volumes are relatively high<sup>4</sup>. The northbound highway rises in elevation as it approaches the Parkside Avenue (County Route 636) overpass, then returns to grade by the end of the segment.

#### Environs:

Victorian style residences which once bordered Stacy Park now face the northbound side of the highway. They have attractive facades and balconies and are set back along a parallel road.

Views of the Delaware River to the left are partially screened by mature trees, shrubs and vines in Stacy Park, which is a linear park between the river and the highway. A mixture of flowering, deciduous and evergreen trees together with wildflowers and shrubs within the park provide significant seasonal variation. While there is limited access to the adjacent residential areas through turnouts, the city park is not directly accessible from the highway. Stacy Park can be reached from Riverside Avenue by pedestrian bridges at m.p. 5.0 and m.p. 5.6. In 1994, dilapidated cyclone fencing and overgrown shrubs and vines along the edges of the right-of-way were removed and replaced with new plantings and less obtrusive (brown vinyl clad) fencing.

#### Points of Interest:

The Delaware River is visible through Stacy Park to the left. A broader view is afforded from the elevated Parkside Avenue overpass. Facades of a row of Victorian residences to the right provide an architectural elegance that complements the park and the river and contrasts with the city skyline to the south. The pedestrian bridge ("Shaky Bridge") in Stacy Park next to the water works is a miniature of a Roebling suspension bridge.

### *II. Southbound Survey*

#### *General Description:*

Route 29 provides a pleasant approach to the State Capital and downtown Trenton. In this area, Route 29 is a riverside parkway with a vista defined by trees and the Delaware River leading to a focal point of high rise buildings in downtown Trenton.



## Stacy Park (m.p. 4.3 - m.p. 5.7) Calhoun Street Bridge, Trenton to Log Basin, Trenton

### *Significant Attributes:*

#### Roadway Conditions:

Like the northbound roadway, Route 29 is a high speed, limited access freeway. It is a 4-lane divided highway at grade level with a 25-foot wide pavement, shoulders and a grass median strip. The speed limit is 50 mph. Access is limited to a left lane merge with traffic entering from Parkside Avenue and a full interchange at Calhoun Street.

#### Environs:

Southbound views are dominated by the Delaware River to the right, particularly in winter when views are less obstructed by deciduous vegetation and ice creates interesting patterns on the river and its banks. The facades of Victorian style residences to the left are a complementary boundary, as they reflect the park and riverfront over which they preside. Although difficult to access physically, Stacy Park is visually accessible throughout this segment, and people can frequently be seen walking, jogging or bicycling along the trail in this linear park between the river and the highway. New brown vinyl-clad fencing and plantings were placed along the edges of the right-of-way in 1994.

#### Points of Interest:

Excellent views of the Delaware River are afforded from Stacy Park, and the river is visible through the park throughout this portion of the scenic corridor. Stacy Park landscaping exhibits significant seasonal variations, and its flowering trees and shrubs

make the park particularly attractive in the spring. The log basin at the north end of Stacy Park, named for its historic function, is a popular ice skating area in winter. The segment terminates at the Calhoun Street overpass. Just to the north of Calhoun Street is the Trenton Water Works water treatment facility (water supplies for Trenton and neighboring municipalities are drawn from the Delaware River at this site). Connecting the Water Works site to Stacy Park across a narrow gorge is a suspension pedestrian bridge modeled for those built by Roebling using steel cable manufactured in Trenton. This bridge is locally known as the “Shaky Bridge.”

### *III. Ideas and Opportunities (Both Directions)*

- A bicycle-safe shoulder can be designed for this segment, particularly near the Parkside Avenue interchange, to promote bicycle commutation between the city and nearby northern and western suburbs.
- A bicycle route connecting the State Capitol complex and the Delaware and Raritan Canal bikepath with the Stacy Park trail (via the Calhoun Street overpass) can be designated and marked.
- Speed limits can be lowered to protect bicyclists and to allow for greater appreciation of scenic views.
- The merge lane of Parkside Avenue into the left lane of Route 29 south can be redesigned or eliminated to improve the flow of traffic on Route 29.

### **Stacy Park (m.p. 4.3 - m.p. 5.7) Calhoun Street Bridge, Trenton to Log Basin, Trenton**

- The flow of traffic, and the opportunity to appreciate views of the Trenton skyline, can be improved by adding a deceleration lane for the southbound approach to the Calhoun Street interchange sufficient to accommodate peak hour queues.
- Victorian-style light fixtures or other ornamental lighting (with appropriate luminosity) can be used to recapture the historic feel of the original parkway that existed before the freeway was built.
- Pedestrian overpasses can be restored and redesigned to recapture the connection that homes neighboring Route 29 once had to Stacy Park and the Delaware River.
- Signage for parking for pedestrian access to Stacy Park via the pedestrian bridges at m.p. 5.1 and m.p. 5.6 can be placed on the side of the highway.
- Views of “Shaky Bridge” at mile post 4.6 can be opened to passing traffic.
- While the new brown vinyl clad fencing along Route 29 is less obtrusive, painting or replacement with brown posts can make the galvanized fence posts less noticeable. Wrought iron fencing along Stacy Park and all residential areas is an attractive alternative.
- More parking spaces can be provided to promote access to the Delaware and Raritan Canal path.
- Noise abatement measures for the northbound side of the byway from mile posts 4.3 to 5.2 can be designed and implemented where appropriate. Measures, such as combinations of low noise walls and plantings and changes in pavement, can enhance scenic qualities and reduce particulate pollution to neighboring properties. Measures that obscure views of neighboring development or further isolate neighboring development from Stacy Park and the Delaware River can be avoided.
- Maintenance and rehabilitation with limited conversion to professional space of residential structures overlooking the highway in accordance with accepted historic preservation practices can enhance views and convey a sense of prosperity that can attract private investment into the city.
- The NJ Department of Community Affairs, in coordination with the NJ Department of Commerce, the Economic Development Authority, the NJ Department of the Treasury, Office of State Planning and the City of Trenton, should collaborate to design an attractive “gateway” for southbound travelers approaching the State Capitol complex and for northbound travelers approaching western Trenton through facade improvements along Riverside Drive that convey a civic image and encourage additional private investment within the city.

#### ***IV. Management Strategies (Both Directions)***

There are no recommendations regarding safety enhancements, roadway design or maintenance and operations for this segment of

## Stacy Park (m.p. 4.3 - m.p. 5.7) Calhoun Street Bridge, Trenton to Log Basin, Trenton

the byway.

### *View Shed Management:*

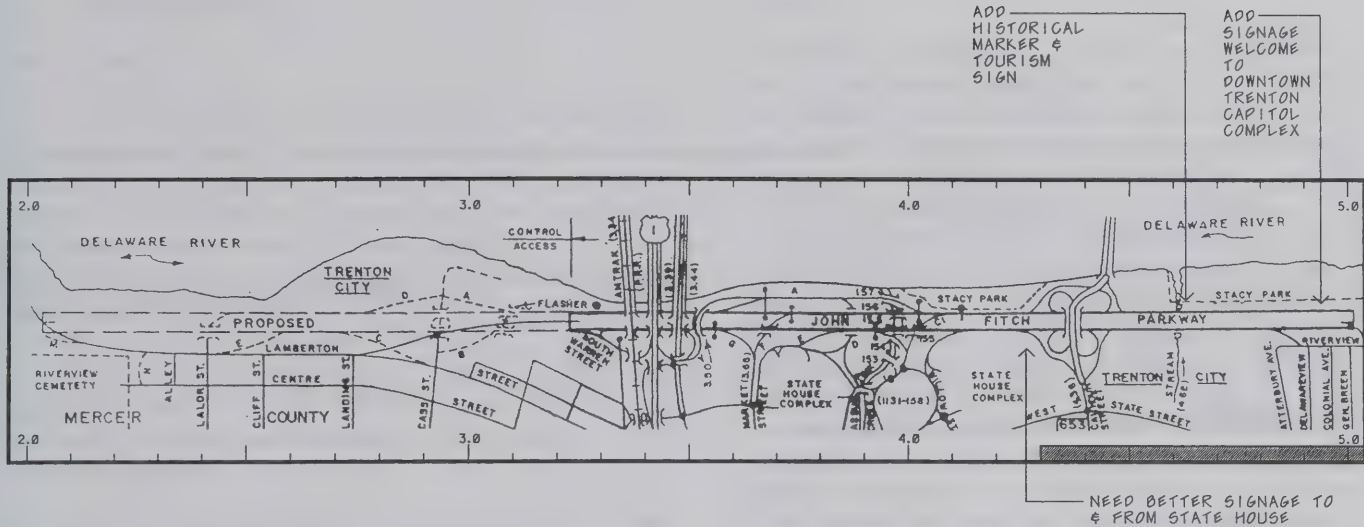
- NJDOT, in cooperation with the NJ Department of Commerce, Division of Travel and Tourism, NJDEP Natural and Historic Resources Group, Mercer County and the City of Trenton, should establish a system of historic markers and tourism signage along the Route 29 right-of-way and at interchanges to identify, orient and direct visitors to points of interest such as the State House, Stacy Park, Cadwalader Park, and the Ellarsie Museum, bicycle routes, pedestrian trails such as the Delaware and Raritan Canal tow path, parking facilities and other significant areas in proximity to this segment.

### *Right-of-Way Landscape Management:*

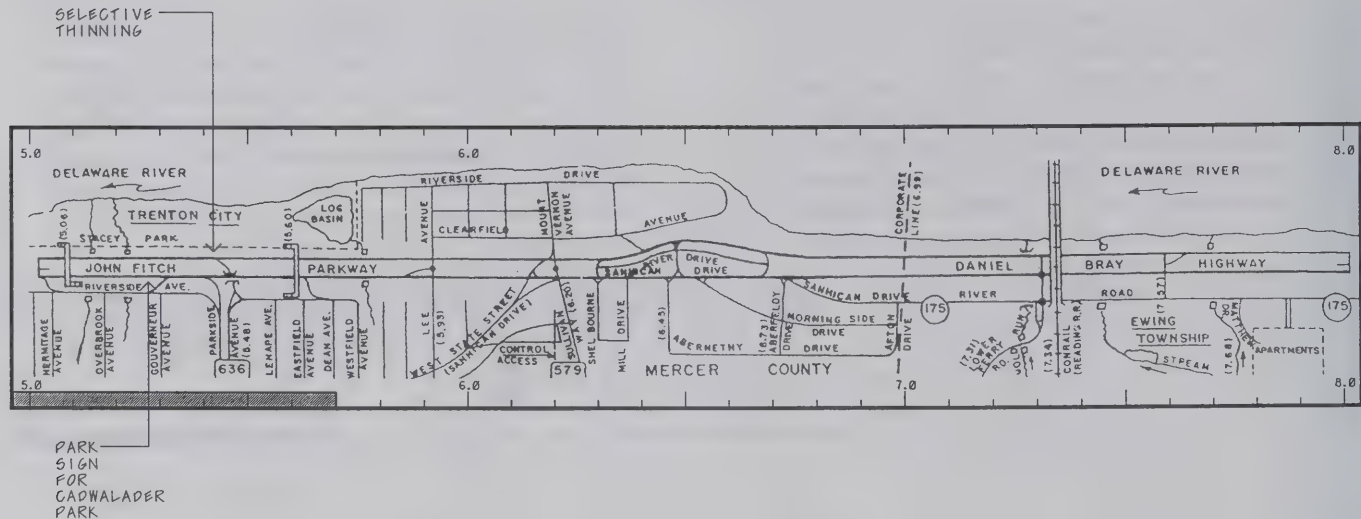
- The NJDOT and NJDEP should assist the City of Trenton in designing a program for thinning of vegetation in Stacy Park near the Parkside Avenue interchange to open a significant view of the Delaware River from the highway and make the park more inviting and secure without altering the park atmosphere. All such thinning should be conducted selectively, with an eye towards maintaining natural habitats to the fullest extent possible.



# Management Plan – Segment 2 – Stacy Park (Milepost 4.3 –5.7)



# Management Plan – Segment 2 – Stacy Park (Milepost 4.3 – 5.7)



## **Boulevard (m.p. 5.7 - m.p. 6.8) Log Basin, Trenton to River Road/Sanhican Drive exit, Trenton**

### **I. Northbound Survey**

#### *General Description:*

Approaching the traffic signal at Lee Avenue, the John Fitch Parkway section of Route 29 ends and the freeway becomes a pair of one-way, two lane boulevards which curve through a residential area in a boulevard setting. After about a mile, the northbound roadway, Sanhican Drive, joins with southbound Route 29 to begin a second freeway, the Daniel Bray Highway, while Sanhican Drive continues as a local road parallel to Route 29.

#### *Significant Attributes:*

#### Roadway Conditions:

Route 29 can be characterized as a 4-lane divided highway with a variable grass median. There are at-grade intersections with traffic lights at Lee Avenue and Sullivan Way (County Route 579). The Sullivan Way intersection involves multiple traffic movements within and near Route 29. In this area, speed limits are reduced to 40 mph. North of Sullivan Way, there are curb cuts for every commercial and residential site on the right hand side of the roadway. Three access points are provided from the left hand side of the roadway to River Drive, which serves houses in the median. While there are no recent traffic counts for this segment, a significant amount of traffic exits Route 29 at the Sullivan Way intersection.

#### Environs:

This entire segment bisects a residential area that extends to the bank of the Delaware River. River views are not possible within this segment. From Stacy Park to Sullivan Way, Route 29 cuts through a neighborhood of older single-family homes and duplexes, none of which front along the highway. Back and side yards are visible from the highway. At the Sullivan Way/West State Street intersection, the forward view is dominated by a franchise gas station and an office building, and billboards dominate the field of view to the right. Behind and extending to the left of the billboards and over Sullivan Way is the Delaware and Raritan Feeder Canal aqueduct. Cadwalader Park, a Trenton city park designed by Frederick Law Olmstead, borders on the Delaware and Raritan Canal Park in this vicinity. Overhead utilities add to the clutter of billboards and traffic signs and signals at Sullivan Way. North of Sullivan Way, large single family homes front along both sides of the northbound lanes of Route 29, giving an impression of passing through an affluent suburban neighborhood. Large trees form a canopy over the roadway.

#### Points of Interest:

Cadwalader Park is accessible from the Sullivan Way intersection.



## **Boulevard (m.p. 5.7 - m.p. 6.8) Log Basin, Trenton to River Road/Sanhican Drive exit, Trenton**

### ***II. Southbound Survey***

#### *General Description:*

At the end of the Daniel Bray Highway section of the freeway, Route 29 divides to become a pair of curving, one-way two-lane boulevards through a residential area. Southbound Route 29 is a limited access roadway with two intersections. Front and rear facades of houses and apartment buildings along Clearfield Avenue, a loop road serving a residential area between Route 29 and the Delaware River, can be seen to the right, and the rear of houses in the median can be seen to the left.

#### *Significant Attributes:*

#### Roadway Conditions:

Route 29 is a 4-lane divided highway with a variable grass median. There are two at-grade intersections with traffic lights at Lee Avenue and Sullivan Way (County Route 579). The Sullivan Way intersection involves multiple traffic movements within and near Route 29, and a significant amount of traffic enters Route 29 at this intersection. In this area, speed limits are reduced to 40 mph. Access to the residential area between Route 29 and the Delaware River is limited to Mount Vernon Avenue at the Sullivan Way intersection and to Lee Avenue near the end of the segment. Three access points are provided from the left hand side of the roadway to River Drive, which serves houses in the median.

#### Environs:

Southbound Route 29 cuts through a residential area that extends to the bank of the Delaware River and which blocks all river views from the highway. Large trees form a partial canopy over the roadway up to the Sullivan Way intersection and the curving roadway and lowered speed limit provides a different character to the highway. Southbound Route 29 is isolated from the environs by fences throughout the length of this segment.

#### Points of Interest:

Cadwalader Park is accessible from the Sullivan Way intersection. Stacy Park is accessible from the Lee Avenue intersection. No points of interest are visible from this segment of southbound Route 29.

### ***III. Ideas and Opportunities (Both Directions)***

- Signage and billboard controls can be established along northbound Route 29 at the Sullivan Way intersection, including controls on signage at the service station at the intersection.
- The visual clutter at Sullivan Way can be reduced by relocating overhead utilities underground.
- Facades, sign treatments, landscaping (including street trees) and highway access controls can be designed and applied to commercial sites along northbound Route 29 to

## **Boulevard (m.p. 5.7 - m.p. 6.8) Log Basin, Trenton to River Road/Sanhican Drive exit, Trenton**

enhance the boulevard character and to encourage redevelopment of abandoned commercial sites.

### **IV. Management Strategies (Both Directions)**

There are no recommendations regarding safety enhancements, improvements to roadway design or maintenance and operations for this segment of the byway.

#### *View Shed Management:*

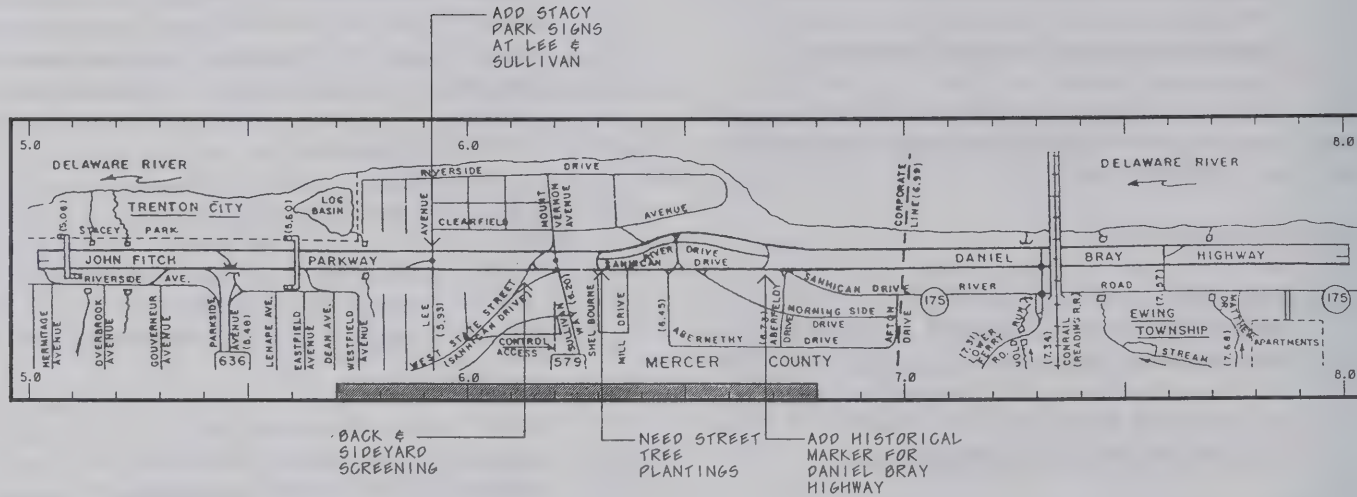
- NJDOT, in cooperation with the City of Trenton and NJDEP, should establish a system of navigational signs along Route 29 approaching Lee Avenue and Sullivan Way to improve access to Cadwalader Park, Stacy Park, the Stacy Park bicycle path, the Delaware and Raritan Canal Park and the NJDOT headquarters.

- NJDOT, in cooperation with NJDEP, should place historical markers describing John Fitch and Daniel Bray along the right-of-way, at intersections or at pull-offs near the beginning of the designated highways (Route 29 is designated the John Fitch Parkway from mile post 3.2 to mile post 6.3, and the Daniel Bray Highway from mile post 6.7 to mile post 9.4).

#### *Right-of-Way Landscape Management:*

- NJDOT, in cooperation with the City of Trenton, should plant street trees in front of commercial properties in the River Drive segment to enhance the boulevard character of the area.
- NJDOT, in cooperation with the City of Trenton, should plant screening vegetation to block views of rear and side yards on West State Street facing Route 29.

# Management Plan – Segment 3 – Boulevard (Milepost 5.7 – 6.8)





**Yardley Overlook (m.p. 6.8 - m.p. 8.8) Sanhican Drive/River Road Exit, Trenton to  
South Terminus of I-95 Interchange, Ewing**

***I.     Northbound Survey***

*General Description:*

Northbound Route 29, designated the Daniel Bray Highway, is a controlled access freeway that provides views of the Delaware River.

*Significant Attributes:*

Roadway Conditions:

In this area, Route 29 is a 4-lane divided highway with a 24-foot wide pavement, wide shoulders and a variable grass median. Traffic is high speed (55 mph limit) and moderate in volume<sup>5</sup>. There are two signalized at-grade intersections, at Lower Ferry Road and Upper Ferry Road. Access is also provided to River Road (State Route 175), a parallel road, at two points.

Environs:

The Delaware River and the Pennsylvania shoreline dominate the field of view, particularly during winter after the leaves have fallen from trees on the river banks. The town of Yardley, Pennsylvania is recognizable across the river where a bridge connection once existed. The former Reading Railroad viaduct, now maintained by Conrail, crosses the Delaware River high over Route 29 and dominates the view at mile post 7.3. Occasional Conrail freight trains and SEPTA passenger trains to Philadelphia

(West Trenton Line) are visible on the viaduct, which is a designated National Engineering Landmark. Established residences on large lots are set back from River Road to the right. New condominiums and a mixture of old and new commercial sites line River Road to the north of mile post 7.6. The Villa Victoria Academy, an ornate architectural feature, punctuates the end of this segment as it approaches the Interstate 95 interchange at the Upper Ferry Road intersection. The Delaware and Raritan Feeder Canal courses behind this development, and passes under Lower Ferry Road, Wilburtha Road and Upper Ferry Road. Accessible from Upper Ferry Road via River Road (Route 175) is the State Police Museum, located on the grounds of the State Police Complex.

Points of Interest:

Focal points include Yardley, Pennsylvania, the Reading Railroad viaduct, and the Villa Victoria Academy. The State Police Museum houses artifacts associated with the Lindbergh kidnapping trial.

***II.     Southbound Survey***

*General Description:*

Southbound Route 29, designated the Daniel Bray Highway, is a controlled access freeway that overlooks the Delaware River throughout the length of this segment.

**Yardley Overlook (m.p. 6.8 - m.p. 8.8) Sanhican Drive/River Road Exit, Trenton to  
South Terminus of I-95 Interchange, Ewing**

*Significant Attributes:*

Roadway Conditions:

Conditions of southbound Route 29 are identical to northbound Route 29 in this area, with the exception that access to Lower Ferry Road is limited to a left turn cutout to River Road.

Environs:

The environs of southbound Route 29 are similar to those of the northbound highway, with the exception that the Delaware River and the Pennsylvania shoreline substantially dominate the field of view even more.

Points of Interest:

Focal points along southbound Route 29 include the Villa Victoria Academy, the Reading Railroad viaduct, and Yardley, Pennsylvania.

**III. Ideas and Opportunities (Both Directions)**

- A scenic overlook can be established along southbound Route 29 in the area between the north face of the Reading Railroad bridge and the Upper Ferry Road interchange that would provide off-shoulder parking for fishing access and for views of the Delaware River and the Reading Railroad bridge.

- The Reading Railroad bridge, a National Engineering Landmark, can be maintained, repaired and restored. A marker or display can also be placed at a scenic overlook established in this section.
- Improved parking and public access can be provided to the Delaware and Raritan Feeder Canal in this area.
- NJDOT, in cooperation with Ewing Township, should remove or control billboards in this segment, including the existing billboard visible from northbound Route 29 near Wilburtha Road.

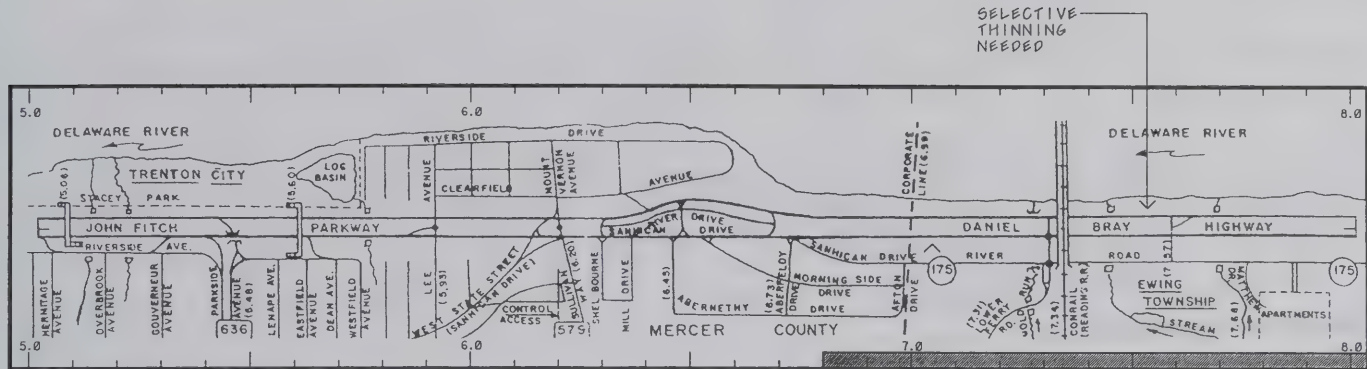
**IV. Management Strategies (Both Directions)**

There are no recommendations regarding safety enhancements, roadway design, right-of-way landscape management or maintenance and operations improvements for this byway segment.

*View Shed Management:*

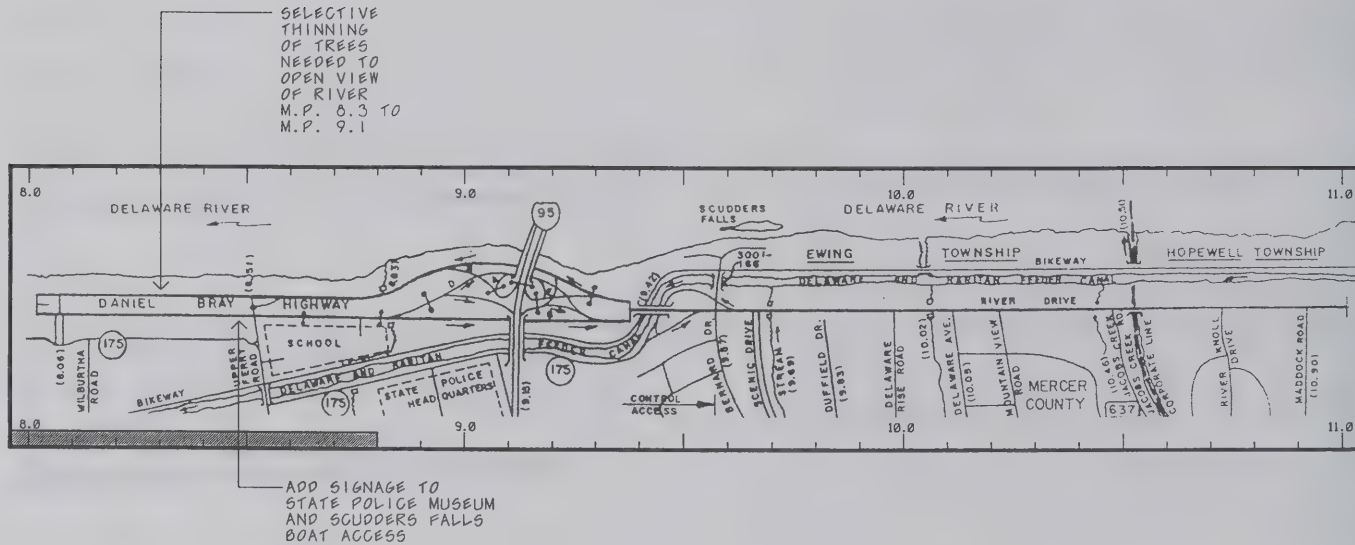
- NJDOT should provide navigational signage for the Scudders Falls boat access and the State Police Museum.
- Historical markers can be placed at the base of the Reading Railroad bridge, a National Engineering Landmark, which is visible from the stop lights at the Lower Ferry Road intersection.

# Management Plan – Segment 4 – Yardley Overlook (Milepost 6.8 – 8.8)





## Management Plan – Segment 4 – Yardley Overlook (Milepost 6.8 – 8.8)



## **I-95 Interchange (m.p. 8.8 - m.p. 9.5) South Terminus of I-95, Ewing to North Terminus of I-95, Ewing**

### **I. Northbound Survey**

#### *General Description:*

Traffic for ramps to the Interstate Highway is routed to the left as you approach the Route I-95 interchange. Through traffic on Route 29 is routed under the Interstate through a gently curving, landscaped, two-lane, one-way roadway under a tall concrete bridge. After the bridge, the roadway ascends through a series of merges over an arching bridge and over the Delaware and Raritan Canal before returning to grade at Scudders Falls.

#### *Significant Attributes:*

#### Roadway Conditions:

Through the interchange, Route 29 maintains two northbound lanes (except for the exit lanes) until merging into a single lane north of the I-95 bridge and before merging with the I-95 off-ramps. The speed limit is 55 mph in the two lane section and 45 mph in the single lane section. While shoulders are 10 feet wide in the two lane section, there are no shoulders in the merge area or over the bridge in the single lane section. Alternate access to northbound Route 29 north of I-95 is provided through Upper River Road (State Route 175), accessible from the Upper Ferry Road intersection. Traffic volumes through the interchange are moderately high.<sup>6</sup>

#### Environs:

The landscaped interchange dominates views of the environs, although the Delaware and Raritan Feeder Canal passes to the right of and under the northbound roadway.

#### Points of Interest:

The Interstate 95 bridge is a dominant view. The Delaware and Raritan Feeder Canal is visible to the right below the roadway approaching the bridge and while crossing the bridge over the canal north of the I-95 bridge.

### **II. Southbound Survey**

#### *General Description:*

Travel through the I-95 interchange on southbound Route 29 is considerably different from northbound travel through the interchange. Prospect views of the Delaware River are first visible from the crest of the bridge over the Delaware and Raritan Feeder Canal. Unlike the northbound roadway which follows the canal, the southbound roadway dips toward the Delaware River to pass under the Scudders Falls bridge (the I-95 river crossing to Pennsylvania) as it widens to two freeway lanes. From this point, outstanding views of the Delaware River are afforded to the right through to the remainder of the segment.

## **I-95 Interchange (m.p. 8.8 - m.p. 9.5) South Terminus of I-95, Ewing to North Terminus of I-95, Ewing**

### *Significant Attributes:*

#### Roadway Conditions:

Southbound Route 29 remains a two-lane highway with a 45 mph speed limit until it crosses the bridge over the Delaware and Raritan Feeder Canal. The roadway then widens to become a two lane controlled access freeway with shoulders 10 feet wide and a 55 mph speed limit. There are no shoulders on the bridge in the single lane section. Alternate access to southbound Route 29 south of I-95 is provided through Upper River Road (State Route 175), which divides from Route 29 at the northern terminus of the interchange.

#### Environs:

The beginning of the interchange is bordered by the Delaware and Raritan Feeder Canal to the right and residential areas to the left. The State Police Museum, on the grounds of the State Police Complex, is accessible via Upper River Road. Access is provided to the tow path trail and a recreational area shortly after the Upper River Road exit. A boat launch is located at Scudders Falls, a rapids on the Delaware River just north of the I-95 bridge. As the roadway crosses the canal and approaches the river bank, the tree cover diminishes, revealing more of the raised earthworks associated with the interchange to the front and to the left, followed by views of the Delaware River to the right.

### Points of Interest:

The access to the Scudders Falls recreational area is at mile post 9.57, which is also the northern terminus of State Route 175, a parallel road to the Daniel Bray Highway portion of Route 29. The State Police Museum houses artifacts associated with the Lindbergh kidnaping trial. The Delaware River is the dominant visible point of interest in this area.

### ***III. Ideas and Opportunities (Both Directions)***

- NJDEP Division of Parks and Forestry, in cooperation with the Delaware and Raritan Canal Commission and NJDOT, should plant vegetation to screen the Delaware and Raritan Canal and Route 29 approaching and passing through the I-95 underpass to reduce traffic noise for seasonal users of the canal park. Such vegetation could also be used to screen southbound views of the underpass and enclose views in ways that tend to reduce vehicle speeds at intersections within the interchange.
- Design modifications to the interchange can clarify right-of-way of traffic merging into Route 29 from I-95 and River Road.

### ***IV. Management Strategies (Both Directions)***

There are no recommendations regarding safety enhancements, roadway design or maintenance and operations



### **I-95 Interchange (m.p. 8.8 - m.p. 9.5) South Terminus of I-95, Ewing to North Terminus of I-95, Ewing**

for this segment of the byway.

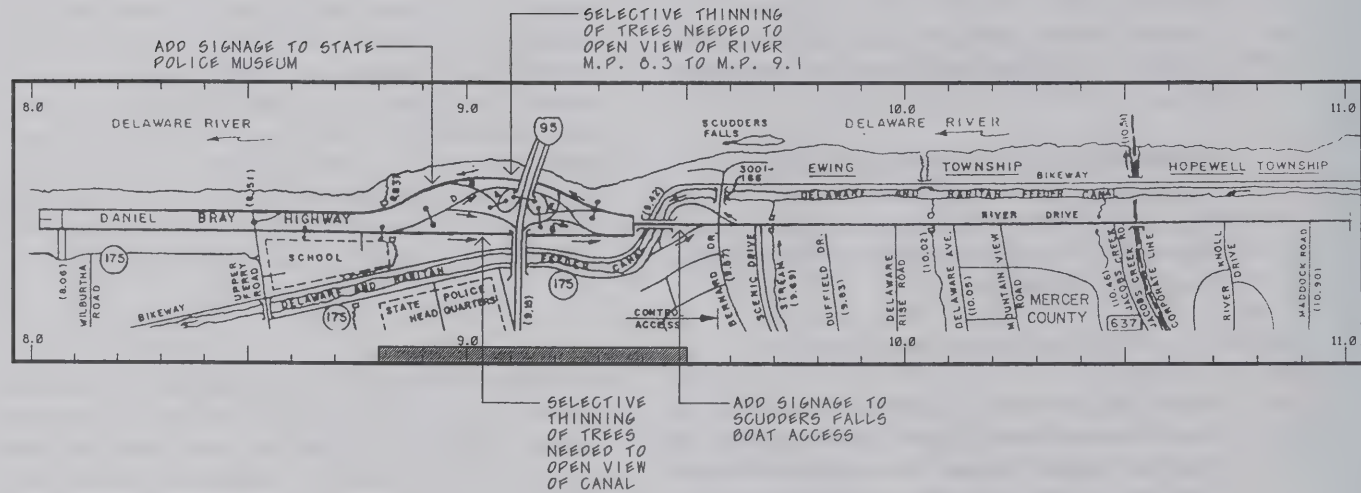
#### *View Shed Management:*

- NJDOT should provide navigational signage for the Scudders Falls boat access and the State Police Museum.
- NJDEP Division of Parks and Forestry, in consultation with the Delaware and Raritan Canal Commission and with NJDOT, should improve (pave and/or curb) the parking area at the Scudders Falls boat access at mile post 9.5.

#### *Right-of-Way Landscape Management:*

- NJDOT should conduct selective thinning of trees and shrubs to open views of the Delaware River and Scudders Falls and increase the safety and security of users of the tow path at various sites north and south of the I-95 overpass.

# Management Plan – Segment 5 – I-95 Interchange (Milepost 8.8 – 9.5)



**Washington Crossing (m.p. 9.5 - m.p. 12.3) North Terminus of I-95 Interchange, Ewing  
to Titusville, Hopewell Township**

***I.     Northbound Survey***

*General Description:*

Route 29 north of the I-95 interchange is a two-lane highway of somewhat rural character which parallels the Delaware and Raritan Feeder Canal. A rise in elevation approaching the village of Washington Crossing yields outstanding prospect views of the Delaware River and of the historic truss bridge at the site where General George Washington crossed the Delaware River in December 1776 to recapture Trenton in the Revolutionary War. Route 29 is also a major artery for commuter and truck traffic, and its narrow lanes and shoulders give it a sense of high speed with a high volume of traffic.

*Significant Attributes:*

Roadway Conditions:

Route 29 is a two-lane undivided highway with 22 feet wide pavement and 4 feet wide shoulders. The speed limit is 45 mph, reduced to 40 mph in the vicinity of Washington Crossing and the intersection with Pennington-Washington Crossing Road (County Route 546). Traffic volumes are moderate<sup>7</sup>, although a considerable amount of truck traffic is present.

Environments:

Route 29 is bordered on the left by the Delaware and Raritan Feeder Canal and canal park, and on the right by residential development and some commercial development. Lot sizes range

from small lots to large lots and ages range from modern to the colonial era. The highway crosses a narrow, deep gorge where Jacobs Creek passes under both Route 29 and the Delaware and Raritan Canal to enter the Delaware River. Route 29 passes through the 19th century countryside village of Washington Crossing and Washington Crossing State Park, where Washington's crossing of the Delaware River is reenacted every Christmas Day.

Points of Interest:

This portion of Route 29 is rich in history, as evidenced by the Delaware and Raritan Feeder Canal, the 18th-early 19th century Jacobs Creek Grist Mill (also listed on the National and State Registers of Historic Places as the Somerset Roller Mills), the Jeremiah Woolsey House built in 1765, Washington Crossing State Park and the Delaware and Raritan Canal Park. Jacobs Creek is protected by a greenway for much of its length. The Delaware River and the Washington Crossing truss bridge are also visible from higher elevations along the highway.

***II.     Southbound Survey***

*General Description:*

Route 29 begins here as a two-lane river drive along bluffs overlooking the Delaware River valley, and changes its character as the road separates from the river to hug the banks of the tranquil Delaware and Raritan Feeder Canal. The views, dominated by water, encourage travelers to slow their pace and linger. However, there are limited opportunities to pull off the



## Washington Crossing (m.p. 9.5 - m.p. 12.3) North Terminus of I-95 Interchange, Ewing to Titusville, Hopewell Township

roadway because shoulders are narrow. The demands of traffic also conflict with enjoyment of the southbound views. As a main traffic route, traffic volumes at commuting hours, truck traffic, and tourist traffic on weekends all tend to turn the water into a confining element and increase the sense of speed.

### *Significant Attributes:*

#### Roadway Conditions:

Route 29 is a two lane undivided highway with pavement 22 feet wide and shoulders 4 feet wide. The speed limit is 40 mph in the vicinity of Washington Crossing and the intersection with Pennington-Washington Crossing Road (County Route 546) increasing to 45 mph. Traffic volumes are moderate, although a large proportion of it is truck traffic.

#### Environs:

In this area, Route 29 begins with an opening of views to the Delaware River through Washington Crossing State Park. Both the highway and the Delaware and Raritan Feeder Canal are elevated well above the level of the river. South of Pennington-Washington Crossing Road the highway ascends along a bluff providing clear views of the river valley. The canal slopes below the grade of the road at this point, and glimpses of the canal are visible from the highway. As the feeder canal draws away from the river, the highway descends and approaches the level of the canal, becoming parallel with the feeder canal for the rest of this segment of the corridor. This level is still well above that of the river, as evidenced by the crossing of the narrow

Jacobs Creek gorge through which the creek passes under both the highway and the canal. Parkland and water are to the right of the highway throughout this area, except for a pub located at the intersection of Pennington-Washington Crossing Road. To the left, development is primarily residential, set above and away from the roadway, with ages ranging from modern to the colonial era.

#### Points of Interest:

The Delaware River and the Delaware and Raritan Feeder Canal dominate views in this area. These views and other attractions may be enjoyed at historic sites along the highway, including the 18th-early 19th century Jacobs Creek Grist Mill (also listed on the National and State Registers of Historic Places as the Somerset Roller Mills), the Jeremiah Woolsey House built in 1765, Washington Crossing State Park and the Delaware and Raritan Canal Park. The Canal Park features a long and well-used multipurpose trail.

### *III. Ideas and Opportunities (Both Directions)*

- NJDOT, in cooperation with PSE&G, Bell Atlantic, and other utilities, should encourage and assist in the relocation of overhead utility lines on the southbound side of Route 29 between Patterson Avenue (mile post 11.6) and Washington Crossing-Pennington Road (mile post 11.9) to the northbound side of the roadway to remove obstructions to the view of the Delaware River. Where relocation of utilities would result in hazards to residents'

**Washington Crossing (m.p. 9.5 - m.p. 12.3) North Terminus of I-95 Interchange, Ewing  
to Titusville, Hopewell Township**

can be placed underground.

**IV. Management Strategies (Both Directions)**

There are no recommendations regarding safety enhancements or maintenance and operations for this segment of the byway.

*View Shed Management:*

- NJDOT, NJDEP and the New Jersey Department of Commerce should cooperate in designing and installing tourism signage that reduces the clutter of existing signage while providing navigational assistance to park entrances, the bridge to Pennsylvania, and nearby highways, as well as identifying other points of interest in the area.
- NJDEP should improve the parking area for boat access at mile post 11.9.

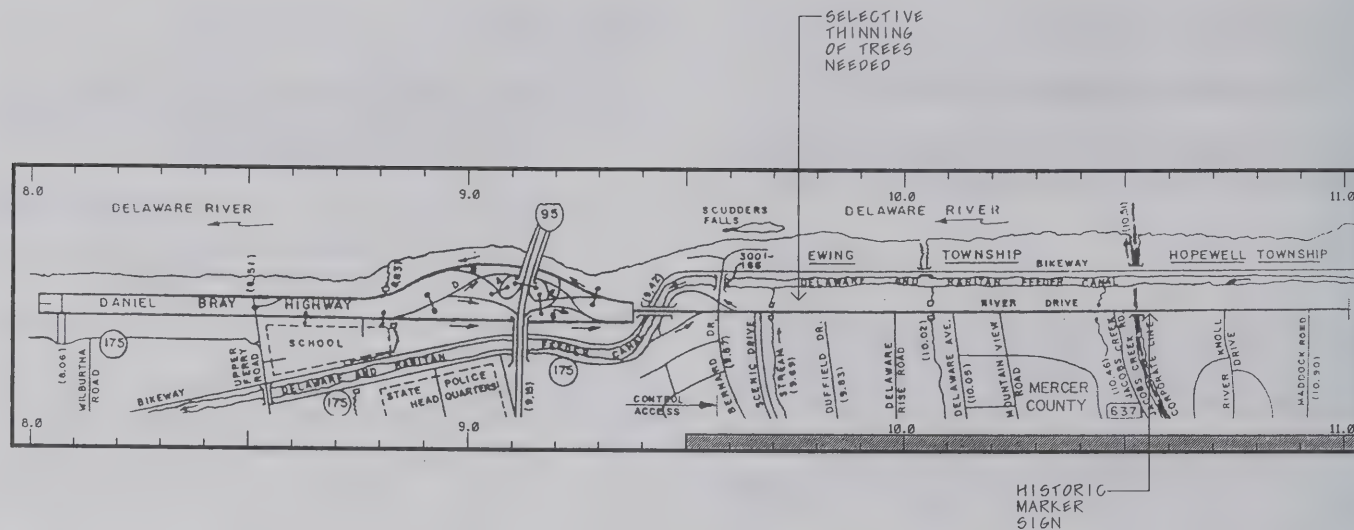
*Right-of-Way Landscape Management:*

- NJDOT, in consultation with the Delaware and Raritan Canal Commission and the New Jersey Water Supply Authority, should conduct thinning of trees between Route 29 and the Delaware and Raritan Feeder Canal at various points to open northbound and southbound views to the Feeder Canal (mile post 9.7 to 9.8) and views to the Delaware River and the Washington Crossing truss bridge (mile post 11.2 to 11.8). All such thinning should be conducted selectively and with an eye towards maintaining natural habitats to the fullest extent possible.

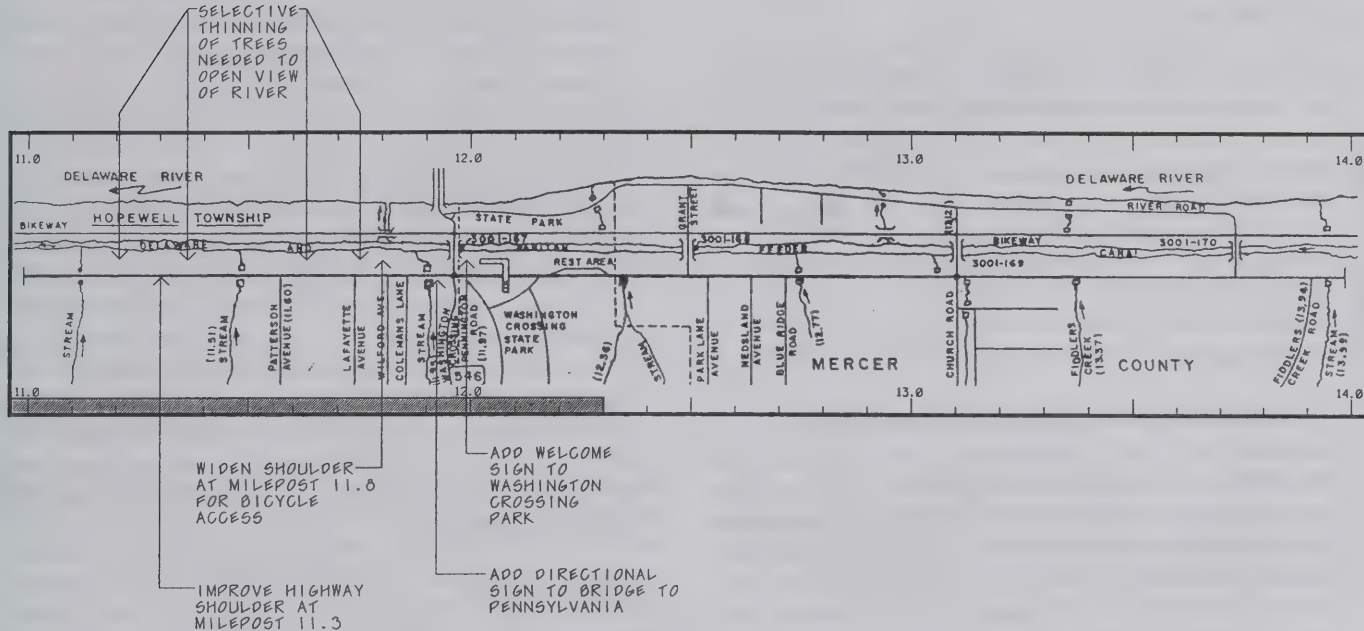
*Roadway Design:*

- NJDOT should improve the shoulder at mile post 11.3, which has possible access to the canal. The shoulder is wide enough to park a large truck.
- NJDOT should widen the shoulder at mile post 11.8 to provide a bicycle lane to improve the safety of local residents attempting to access the canal area.

# Management Plan – Segment 6 – Washington Crossing (Milepost 9.5 – 12.3)



# Management Plan – Segment 6 – Washington Crossing (Milepost 9.5 – 12.3)





**Titusville (m.p. 12.3 - m.p. 13.4) Titusville, Hopewell Twp. to Fiddlers Creek, Hopewell Twp.**

***I. Northbound Survey***

*General Description:*

Route 29 in this area serves as a bypass to the Titusville Historic District. Nonresidential development along the highway provides commercial and community services to area residents and, to a lesser extent, tourists. The community of Titusville is visible to the left of the highway across the Delaware and Raritan Canal Park.

*Significant Attributes:*

Roadway Conditions:

Route 29 begins as a 2-lane undivided highway with a 22 feet wide pavement and 4 feet wide shoulders. At Grant Street, the pavement widens to 24 feet and shoulders decrease to 3 feet. The speed limit increases from 40 mph to 45 mph leaving Washington Crossing State Park, reduces to 40 mph again at Church Road, and increases to 45 mph at Fiddlers Creek. Commercial lots tend to be shallow and narrow in this area, resulting in frequent curb cuts and a number of sites with no access control. Narrow residential lots interspersed with commercial sites also result in frequent curb cuts. Traffic volumes are moderately high for this type of roadway<sup>8</sup>, and a substantial portion of this volume is truck traffic. Left turn and crossing movements conflict with traffic patterns and cause congestion, particularly near Grant Street and other curves.

Environs:

For most of this area, Route 29 borders on the Delaware and Raritan Canal Park, and the feeder canal is visible from the roadway. North of Grant Street is a portion of Titusville that is a more recent extension of the historic Titusville community on River Road, including several structures along Route 29 which back against the canal park. Historic Titusville, which is listed in the National and State Registers of Historic Places, is accessible from Route 29 through Washington Crossing State Park, from Grant Street (mile post 12.5) and River Road (mile post 13.75), and from a signalized intersection at Church Road. The topography rises moderately to the right, punctuated by streams which have carved valleys and gorges through the rock. This results in a pattern of small commercial establishments set close to the highway on shallow lots, residences set back from the highway at higher elevations claiming river views from lots that are partially cleared or wooded, and community services situated in a middle ground.

Points of Interest:

The Delaware and Raritan Canal Park and the Titusville Historic District are the dominant points of interest in this portion of Route 29. The "Fifty's" restaurant is also of interest as an example of postwar drive-in restaurant architecture.

**Titusville (m.p. 12.3 - m.p. 13.4) Titusville, Hopewell Twp. to Fiddlers Creek, Hopewell Twp.**

**II. Southbound Survey**

*General Description:*

Route 29 serves as a bypass to the Titusville Historic District which has spawned its own small scale development alongside the highway, mostly on the northbound side. The character of southbound Route 29 is set by the Delaware and Raritan Canal at the right edge of the roadway, and by historic Titusville and Washington Crossing State Park beyond the canal and across the Delaware and Raritan Canal Park.

*Significant Attributes:*

Roadway Conditions:

Route 29 is a 2 lane undivided highway with as a pavement 24 feet wide and narrow 4-foot wide shoulders. At Grant Street, the pavement remains 24 feet wide but shoulders narrow to 3 feet. The speed limit is reduced to 40 mph entering this section at Fiddlers Creek. The speed limit increases to 45 mph south of Church Road, then is again reduced approaching Washington Crossing State Park. Due to the proximity of the canal, there are few intersections or curb cuts along the southbound lane, and only the Church Road intersection is signalized. Traffic volumes are moderately high for this type of roadway. Truck traffic is significant, with many trucks carrying loads from quarries north of this segment.

Environs:

Southbound views from Route 29 are dominated by the Delaware and Raritan Feeder Canal, the canal park, the Titusville Historic District, and Washington Crossing.

Points of Interest:

The Delaware and Raritan Canal Park, the Titusville Historic District and Washington Crossing State Park are the dominant points of interest in this portion of Route 29. The “Fifty’s” restaurant on the northbound side of the highway is also of interest as an example of postwar drive-in restaurant architecture.

**III. Ideas and Opportunities (Both Directions)**

- The canal park setting of the corridor can be enhanced by well-designed landscape and facade improvements to commercial and industrial properties at mile post 12.4 and between Church Road and Fiddlers Creek (mile posts 13.1 to 13.4).
- Existing billboards can be removed and ordinances established to promote signage compatible with the character of the park area within this segment of the scenic byway.
- Metal guide rail along Route 29 can be replaced with guide rail using materials and a design more compatible

**Titusville (m.p. 12.3 - m.p. 13.4) Titusville, Hopewell Twp. to Fiddlers Creek, Hopewell Twp.**

with the park setting of this segment.

***IV. Management Strategies (Both Directions)***

There are no recommendations regarding right-of-way landscape management or roadway design for this segment of the byway.

***View Shed Management:***

- The NJDEP Natural and Historic Resources Group, in cooperation with NJDOT and Hopewell Township, should place historic markers recognizing Titusville's placement in the National Register of Historic Places.
- NJDEP, in cooperation with NJDOT and the Delaware and Raritan Canal Commission, should mark or name the access bridges to the canal at mile posts 12.5 and 13.2 to give motorists, cyclists, boaters and fishermen better information on how to utilize the tow paths, parking lots, landings and access points to the Delaware and Raritan Feeder Canal tow path.

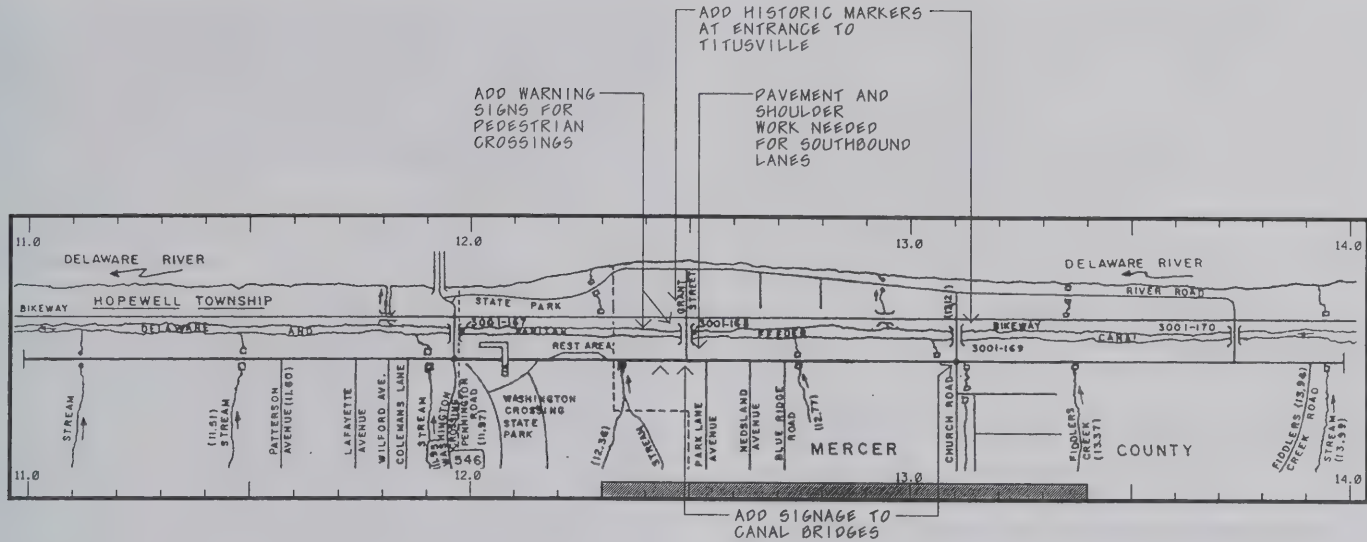
***Safety Enhancements:***

- NJDOT should erect signage warning vehicles of pedestrian crossings and improve sight lines in the vicinity of mile posts 12.4 and 12.5.

***Maintenance and Operations:***

- NJDOT should reconstruct the southbound highway pavement and shoulder in the Titusville area.

# Management Plan – Segment 7 – Titusville (Milepost 12.3 – 13.4)





## **Baldpate Mountain/Goat Hill (m.p. 13.4 - m.p. 18.1) Fiddlers Creek, Hopewell Twp. to Lambertville City Municipal Boundary**

### ***I.     Northbound Survey***

#### *General Description:*

Northbound travel on this portion of Route 29 is a succession of scenic views of mountains, a quarry, and the Delaware and Raritan Canal. It eventually opens to the Delaware River in the vicinity of Lambertville and New Hope, Pennsylvania.

#### *Significant Attributes:*

#### Roadway Conditions:

Route 29 is a 2-lane highway with a 24 feet wide pavement and no shoulders on the northbound side until a 3-foot wide shoulder is established at the Hunterdon County border (mile post 17.0). Much of the northbound roadway is bordered by a stone wall stabilizing the foot of steep slopes of adjacent hills. Utility poles line both edges of the pavement in many areas. The roadway has frequent, although gradual, curves. The speed limit is 45 mph throughout this section. Traffic volumes in this area are relatively light, although no recent traffic counts are available. Quarry operations contribute a considerable amount of heavy truck traffic, road wear and debris to this section of the roadway.

#### Environs:

Route 29 in this area passes through a predominantly rural, forested landscape punctuated by the presence of water. At first the hills create steep slopes that extend to the edge of the right

hand side of the road, then recede to yield open fields, meadows and swamps with long views of mountains. The north slope of Baldpate Mountain is currently being quarried and, while the exposed rock and quarrying operations are partially obscured by an earthen berm of recent construction, the view in this area is becoming increasingly broad. The height of the mountains is accentuated by the drop in elevation of the roadway. The bed of the Delaware and Raritan Canal, which must retain its level through the valleys, is elevated well above the grade of the highway by earthworks on the left hand side of the road.

Residential development along this portion of the highway is very limited, and is mostly located on roads entering Route 29 from the valleys. Where the hillsides recede from the edge of the highway, small scale commercial enterprises such as nurseries, antique shops and flea markets have become established. Belle Mountain Ski Area and the Howell Living History Farm (listed in the National and State Registers of Historic Places as the 18th century Phillips Farm) are accessed by Valley Road (mile post 16.4). The Mercer County Workhouse, which includes a quarry (no longer operating) and a wildlife rehabilitation center, is situated on the south side of Belle Mountain, as is a neighboring flea market. Occasionally, views are glimpsed of the northern portion of the Pennsylvanian side of Washington Crossing State Park, and Bowman's Tower, which rises from a hilltop approximately 400 feet above the Delaware river, can be seen to the west in the vicinity of Belle Mountain between the quarry and the county work house.

As the highway approaches the Delaware River, the roadway

## **Baldpate Mountain/Goat Hill (m.p. 13.4 - m.p. 18.1) Fiddlers Creek, Hopewell Twp. to Lambertville City Municipal Boundary**

undulates along a series of ridges, confined by the banks of the river and the Delaware and Raritan Canal. In this area, the Delaware River is visible through tree tops, and impressive views of a wing dam in the river and of New Hope, Pennsylvania on the banks of the river open as the highway enters the City of Lambertville.

### Points of Interest:

The interplay of land and water, nature and human activity yield a number of points of interest in this scenic drive, such as the elevated Delaware and Raritan Canal; Bowman's Tower; the ridges of Goat Hill, Baldpate Mountain, and Belle Mountain; the exposed rock face at Baldpate Mountain and the county workhouse; the wing dam on the Delaware River; and the profile of New Hope, Pennsylvania. Points of interest with significantly more human intervention include the Mercer County Wildlife Rehabilitation Center, the Howell Living History Farm, and the Belle Mountain Ski Area.

## ***II. Southbound Survey***

### *General Description:*

Route 29 south of Lambertville provides a dramatic shift in the way the highway relates to the Delaware River from the more northern portions of the road, and which is imitated, but not equaled, by the freeway sections of Route 29 south of I-95 in Ewing and Trenton. For approximately one mile the highway overlooks a dramatic vista of the Delaware River valley. For the

remainder of the segment, Route 29 traverses open country punctuated by a series of foothills, tracing the banks of the Delaware and Raritan Canal.

### *Significant Attributes:*

### Roadway Conditions:

Route 29 is a 2-lane highway with a 24 feet wide pavement and southbound shoulders 2 feet wide until the Mercer County border (mile post 17.0) is reached, at which time the shoulder is discontinued. Guide rail borders much of the southbound roadway, and utility poles line both edges of the pavement in many areas. The roadway has frequent, although gradual, curves, particularly in the northern portion of this segment. Traffic is of moderate speed (45 mph limit) throughout this section, with relatively light volumes. Quarry operations contribute a considerable amount of heavy truck traffic, and associated road wear and debris to the roadway south of Baldpate Mountain.

### Environs:

With most development on the northbound side of Route 29, and with the magnitude of this development very limited, the natural character of the landscape in this area dominates the view, particularly in the area immediately south of Lambertville. Bowman's Tower on the Pennsylvania ridge of the river valley is a point of orientation. Even where the Delaware and Raritan Canal is above the grade of the roadway, the earthen berm on which it is built has matured to an almost natural look. Quarry operations at Baldpate Mountain are also screened by a

## **Baldpate Mountain/Goat Hill (m.p. 13.4 - m.p. 18.1) Fiddlers Creek, Hopewell Twp. to Lambertville City Municipal Boundary**

berm, which will gain a more natural look as the trees and shrubs planted on the berm mature. Mature street trees line much of the roadway, providing a partial canopy to the roadway even where extensively sculpted to permit the passage of utility lines.

### **Points of Interest:**

The Delaware River is the dominant point of interest for southbound travel along Route 29 in this area, followed by the Delaware and Raritan Canal Park and the elevated feeder canal and the orientation points of Bowman's Tower (in the Pennsylvania Washington Crossing State Park), Goat Hill, Baldpate Mountain, and Belle Mountain.

### ***III. Ideas and Opportunities (Both Directions)***

- Parking can be expanded in the rest area on the southbound shoulder at the county line, mile post 17.1.
- Billboards at mile post 16.1 and at Valley Road (mile post 16.4) can be removed in coordination with the establishment of a system of tourism navigational signage.
- The rock crusher structure at the Mercer County work house at mile post 15.9, now in disrepair, can be maintained and its scenic and historic qualities enhanced, or removed if improvements are not feasible.
- The pavement and access controls for the rest area at mile post 15.0 can be upgraded, and access to the Delaware and Raritan Canal towpath trail can be achieved with the

construction of a pedestrian bridge.

- Utility poles can be relocated from the shoulders in front of the stone retaining walls along the southbound lane from mile posts 14.0 to 14.4 to the northbound edge of the right-of-way to improve traffic and bicycle safety.
- NJDEP, in cooperation with NJDOT and Hopewell Township, should give priority to acquiring scenic easements for the fields between Fiddlers Creek and Fiddlers Creek Road (mile posts 13.4 to 13.9) and for appropriate slopes within the segment.
- Street trees can be planted along the edge of the northbound right-of-way in the Baldpate Mountain quarry area (mile posts 14.6 to 15.9) and in front of the county work house at mile post 15.6. This would continue the street tree pattern to the south and north of the quarry, create a vista along the byway, and provide a foreground point of interest to the view to the east. Additional street trees would serve to obscure long views of the county workhouse crusher structure without compromising work house security or line-of-sight safety requirements for trucks and other heavy equipment exiting the quarry onto the highway.
- A scenic overlook with views of the Delaware River valley, Bowman's Tower, Lambertville and New Hope can be established in the vicinity of Goat Hill on the northbound side of Route 29 south of Lambertville.

## **Baldpate Mountain/Goat Hill (m.p. 13.4 - m.p. 18.1) Fiddlers Creek, Hopewell Twp. to Lambertville City Municipal Boundary**

### ***IV.    Management Strategies (Both Directions)***

There are no recommendations regarding safety enhancements for this segment of the byway.

#### *View Shed Management:*

- The NJDEP Division of Parks and Forestry, in cooperation with NJDOT, should expand the parking area for the Delaware and Raritan Canal Park access at mile post 16.3.
- NJDOT, in cooperation with the NJ Department of Commerce Division of Travel and Tourism, the NJDEP Natural and Historic Resources Group, the Delaware and Raritan Canal Commission and Mercer County, should design and establish a system of tourism navigational signage (for Belle Mountain, Howell Farm, Titusville, and nearby flea markets, restaurants, service stations and other commercial establishments) and historic markers in the vicinity of Valley Road (mile post 16.4) and other appropriate portions of this segment of the byway.

#### *Right-of-Way Landscape Management:*

- NJDOT, in consultation with NJDEP, the Delaware and Raritan Canal Commission and the New Jersey Water Supply Authority, should conduct thinning of trees and under story vegetation in the vicinity of mile post 16.7 to open views to the Delaware and Raritan Feeder Canal,

while thinning in the vicinity of mile posts 17.2, 17.3, 17.5 and 17.9 can open medium and long views to the Delaware River and to the mountain ridges on the Pennsylvania side of the river valley. All such thinning should be conducted selectively, with an eye towards maintaining natural habitats to the fullest extent possible.

#### *Roadway Design:*

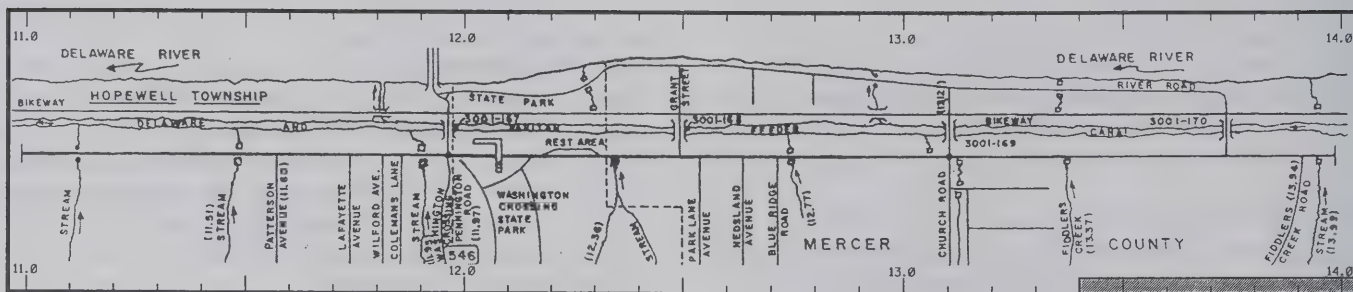
- A. NJDOT should extend the pavement surface from the cartway to the stone retaining walls throughout this segment of the byway to reduce maintenance requirements and improve bicycle safety.

#### *Maintenance and Operations:*

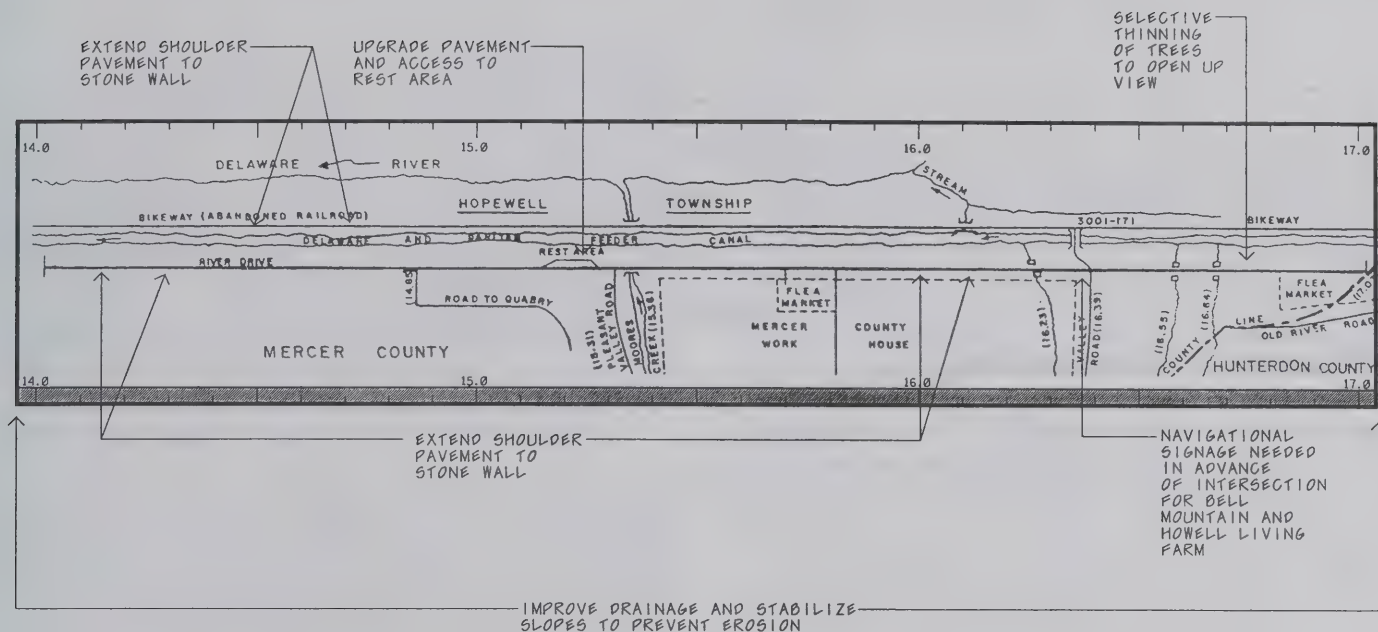
- NJDOT should improve drainage and stabilize slopes as needed in this segment to resolve problems that occur during major storms and from winter snow and ice.



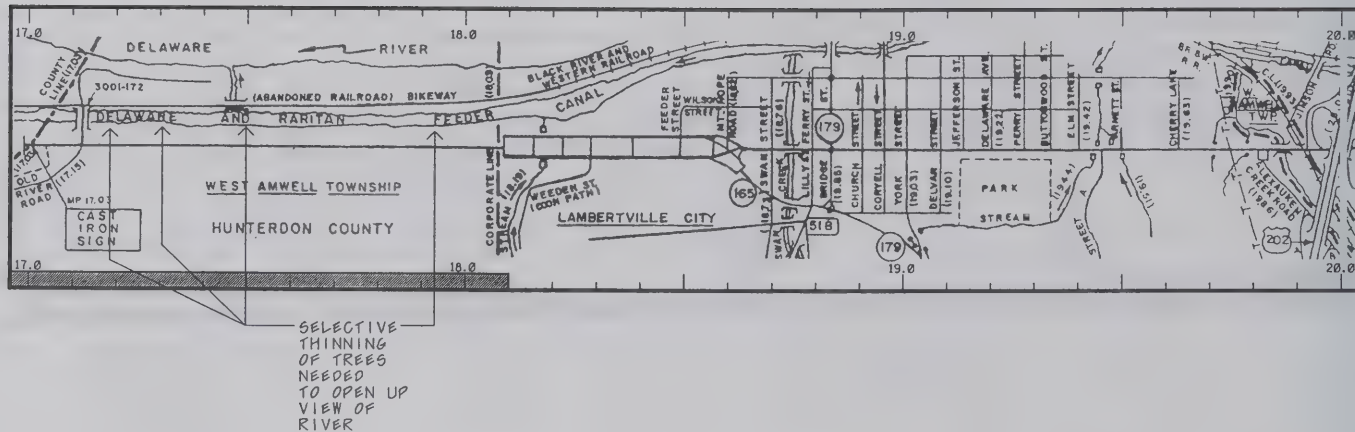
**Management Plan – Segment 8 – Baldpate Mountain/Goat Hill  
(Milepost 13.4 – 18.1)**



**Management Plan – Segment 8 – Baldpate Mountain/Goat Hill  
(Milepost 13.4 – 18.1)**



**Management Plan – Segment 8 – Baldpate Mountain/Goat Hill  
(Milepost 13.4 – 18.1)**



## City of Lambertville (m.p. 18.1 - m.p. 19.6) Southern Boundary to South Terminus of Rte. 202 Interchange

### *I. Northbound Survey*

#### General Description:

At the municipal boundary, Route 29 expands into a boulevard, then becomes a main street as it veers directly through the center of the historic city of Lambertville.

#### Significant Attributes:

#### Roadway Conditions:

Entering Lambertville, Route 29 becomes a 4-lane divided highway with a 23 feet wide pavement, 6 feet wide shoulders and a grass median strip. Despite the expansion of the roadway, the speed limit is reduced to 40 mph. Traffic volumes are moderate in this area, although no recent traffic counts are available.

At mile post 18.6, the divided highway continues jointly as State Route 165/Route 29 North, a short connector route to State Route 179 (an alternate route to US 202 into Lambertville). Northbound Route 29 traffic must then make a left turn across southbound Route 165 traffic onto Route 179/Bridge Street. It then makes a right turn onto Main Street, as Route 29 is called in the City. Route 29 is a 2-lane city street with a 24 feet wide pavement with no shoulder on the northbound side of the street. The speed limit in this area is 25 mph. After passing through the center of town, the pavement widens to 28 feet at Delaware Avenue (mile post 19.2) and the speed limit increases to 35 mph. Although no recent traffic counts are available, there is heavy truck traffic in

this area. At the north end of the town, the pavement is reduced to 26 feet at a bridge before widening to 4 lanes totalling 48 feet. The speed limit is 45 mph at mile post 19.6 at the US 202 interchange.

#### Environs:

The Lambertville Historic District, located along Routes 29 and 179, is listed in the National State Registers of Historic Places. Picturesque Victorian style row houses along South Main Street yield to a mixture of 18th century and modern residences and commercial buildings near the town center at Bridge Street (Route 179). Overhead utility lines add an anachronistic clutter to the view. To the left of North Main Street, a neighborhood of larger Victorian houses has been restored to its original grandeur. Archaeological sites have also been documented in the city. A steeply sloping rock face which contains downtown development rises between the cliffs and the Delaware River on the right. Residential development exists on the top of the ridge.

Bridge Street is the main commercial street in the city. It connects Route 29 with New Hope, Pennsylvania, a well known tourist destination, over the Route 179 bridge.

Route 29 in Lambertville is the focus of considerable local and regional traffic concerns, due to the nature of the highway and its geographic setting. Ranging from a four-lane divided highway to a two-lane city street within this segment, Route 29 must accommodate commuter traffic (origin, destination and through), tourist traffic, commercial traffic (supporting retail and



## City of Lambertville (m.p. 18.1 - m.p. 19.6) Southern Boundary to South Terminus of Rte. 202 Interchange

restaurants in Lambertville and New Hope as well as surrounding areas), and construction equipment (associated with nearby quarries as well as new housing development in the area). With the completion of “missing links” of Interstates 195 and 295 in Trenton and Interstate 287 in Bergen County, Route 29 (as well as Routes 202, 31 and 206) has also recently experienced substantially increased heavy truck traffic associated with long distance, north-south East Coast freight movement through New Jersey.

These regional traffic issues remained unresolved at the time this Management Plan was prepared, but they were actively being discussed among local, county and State officials and local residents. Specific recommendations for mitigating truck traffic were regarded as outside the scope of the objectives of a scenic byway management plan. Therefore, this Management Plan is based on the premise that these unresolved issues would continue to be examined in consultation with local residents, and that the Management Plan would move forward with management measures which were established and supported by consensus to date.

### Points of Interest

In addition to the historic district, historic buildings exist throughout Lambertville. The Delaware and Raritan Feeder Canal parallels Route 29 at the opposite end of Bridge Street. A restored steam train connects Lambertville with Ringoes and Flemington in Hunterdon County; the Lambertville terminal, near the Delaware River at Bridge Street, is a former Pennsylvania

Railroad station that has been converted into a restaurant. The truss bridge connecting Lambertville to New Hope, Pennsylvania includes a walkway that provides excellent views of the Delaware River, the Lambertville waterfront, and the boat club.

## *II. Southbound Survey*

### *General Description:*

South of the US 202 interchange, Route 29 becomes a main street through the center of historic Lambertville. The route merges with a 4-lane divided highway south of the central business district before merging to 2 lanes at the city boundary.

### *Significant Attributes:*

### Roadway Conditions:

The pavement at the north end of the town is reduced from 4 lanes totaling 48 feet to 2 lanes totaling 26 feet at a bridge. The speed limit is reduced from 45 mph to 35 mph. Route 29 then becomes a 2-lane city street with a 28 feet wide pavement and a single 6 feet wide southbound shoulder that is striped and metered for parallel parking. The pavement is further reduced to 24 feet at m.p. 19.2 and the speed limit decreases to 25 mph through the remainder of the central business district. Although no recent traffic counts are available, there is heavy truck traffic in this area. At mile post 18.6, Main Street merges with State Route 165, a 4-lane connector highway, and Route 29 becomes a 4-lane divided highway with a 23 feet wide pavement, 6 feet wide shoulders, a

## City of Lambertville (m.p. 18.1 - m.p. 19.6) Southern Boundary to South Terminus of Rte. 202 Interchange

grass median strip and a 40 mph speed limit to the city boundary. Traffic volumes are generally moderate on Route 29 through the city, although no recent traffic counts are available.

### Environs:

The narrowing of Route 29 into Lambertville creates a significant gateway to the north end of the city. Land uses are primarily contemporary garden apartments and local service stores and institutions. In this context and in this direction, the examples of 18th century architecture in the city are more isolated until Bridge Street (Route 179) and South Main Street, two areas in the Lambertville Historic District listed in the National and State Registers of Historic Places. The cliffs are a prominent backdrop to the city park and other buildings to the left. Right turns from Main Street onto Bridge Street or nearby streets will lead the traveler to interesting areas of the city as well as to a truss bridge with vehicle lanes and an extensively used pedestrian walkway leading to New Hope, Pennsylvania.

Traffic problems discussed in the northbound survey of Route 29 apply to the southbound survey as well.

### Points of Interest:

In addition to the historic district, historic buildings exist throughout Lambertville. The Delaware and Raritan Feeder Canal parallels Route 29 at the opposite end of Bridge Street. A restored steam train provides regular excursion services from the Lambertville Station restaurant to Ringoes and Flemington in

Hunterdon County on tracks that parallel the canal and cross Route 29 just north of the city boundary. The truss bridge connecting Lambertville to New Hope, Pennsylvania includes a walkway that provides excellent views of the Delaware River, the Lambertville waterfront, and the boat club.

### ***III. Ideas and Opportunities (Both Directions)***

Lambertville formed a municipal scenic committee to provide the Route 29 Scenic Corridor Committee with what they, the residents and merchants of Lambertville, wanted their town to be in the future. Out of that effort came three integral goals - the promotion of pedestrian safety and scale on the highway, the reinforcement of the City's historical character, and a strong emphasis on providing improvements that will better the quality of life for the City's residents in the long run. They also offered the following "ideas and opportunities", and several "management strategies".

- Storm water management issues should be addressed, using the 100-year flood levels, to protect public and private property from damage.
- Restoration of Swan Creek bridges on South Franklin and South Main Streets should be done in keeping with their historic nature.
- A passive use park can be constructed at the foot of the new one-way section on South Main Street, and include benches, a "Welcome to Lambertville" sign, and an

## City of Lambertville (m.p. 18.1 - m.p. 19.6) Southern Boundary to South Terminus of Rte. 202 Interchange

information kiosk regarding the scenic byway and the historic nature of the region.

- The state should conduct a traffic engineering study to find potential solutions that will alleviate the congestion between the Swan Street and County Route 518 intersections with Route 165.
- Sidewalks and crosswalks should be installed on Route 165 to promote pedestrian safety.
- Commercial traffic should be encouraged to use Route 179 to reach Route 202 and points north.
- Preservation of Music Mountain.
- Universal concerns/issues throughout the City:
  - ▶ 25 mile per hour speed limit throughout the City;
  - ▶ Continuous treatment of sidewalks (grey pavers with red brick trim);
  - ▶ Continuous treatment of curbs (Belgian Block or dyed cement);
  - ▶ Install pedestrian scaled street lighting at intervals or at intersections;
  - ▶ Shade trees should be planted at 30-foot intervals;
  - ▶ Garbage cans should be installed at intervals; and
  - ▶ Benches should be installed at intervals.
- A pedestrian link to Holcombe Jamison Farm north of

Lambertville should be provided.

Additionally, the Route 29 Scenic Corridor Committee offer the following “ideas and opportunities”.

- The four-lane highway sections of Route 29 at both the northern and southern boundaries of Lambertville can be redesigned to establish a 2-lane “boulevard” transition:
- At the northern boundary of Lambertville City, in the vicinity of Cherry Lane (mile post 19.56 to 19.8), facade improvements and street tree plantings at the community shopping center and the garden apartments can create an attractive gateway to the city center from US Route 202 that will encourage tourism and commerce by diverting casual traffic to New Hope, Pennsylvania through Lambertville.
- At the City’s southern boundary and the entrance to South Main Street (mile posts 18.1 to 18.6), the “boulevard” transition between the city center and the riverside highway could improve traffic and community safety, as well as enhance opportunities for economic development.

Design considerations can include:

- ▶ widening the median to accommodate landscaping, pedestrian crossing safety islands and left turn lanes while maintaining sufficient cartways for through truck traffic;

## City of Lambertville (m.p. 18.1 - m.p. 19.6) Southern Boundary to South Terminus of Rte. 202 Interchange

- ▶ improving shoulders to allow more parking for residents and business patrons;
  - ▶ reducing the speed limit;
  - ▶ burying utilities;
  - ▶ adding ornamental lighting; and
  - ▶ adding brick paving and granite curbing in appropriate areas
- Access and parking for the Delaware and Raritan Canal tow path can be improved at mile post 18.4. Consideration should be given to opening a pedestrian path from the Laceworks parking lot to the tow path.
  - A regional tourist information center on or near Route 29 and Bridge Street can promote tourism, recreation and related commerce within the entire Route 29 scenic corridor and the related Skylands region.
  - Facade improvements on North Main Street in the vicinity of Bridge Street can enhance and expand the historic character of the downtown and architecturally connect the Victorian row houses on South Main Street with the Victorian houses further north on Main Street.

### IV. Management Strategies (Both Directions)

There are no recommendations regarding right-of-way landscape management, roadway design or maintenance and operations for this segment of the byway.

#### *Safety Enhancements:*

- The NJDOT in coordination with the City of Lambertville should look into installing four-way stop signs at the York Street intersection.
- The NJDOT in coordination with Lambertville should pursue the installation of continuous sidewalks, on both sides of Main Street, from the Lambertville Elementary School to Alexauken Creek Road, and a sidewalk and wooden rail or bollards along Ely Field.

#### *View Shed Management:*

- The NJDOT, in cooperation with the NJ Department of Commerce's Division of Travel & Tourism, NJDEP's Natural & Historic Resources Group and the City of Lambertville should establish a system of tourism, navigational and commercial signage that is in keeping with the character of the historic community.



[illegible]

**U.S. Route 202 Interchange (m.p. 19.6 to m.p. 20.2) South Terminus, US-202 Interchange, Lambertville City to North Terminus, US-202 Interchange, Delaware Township**

***I.     Northbound Survey***

*General Description:*

Route 29 at US Route 202 is a modern, high speed full access highway interchange.

*Significant Attributes:*

Road Conditions:

Route 29 at the US Route 202 interchange is a 4-lane, well illuminated undivided highway with a 48 feet wide pavement and 10 feet wide shoulders. A grade level railroad crossing is located south of Route 202 at mile post 19.9. The speed limit is 45 mph. Traffic volumes are generally low, although no recent traffic counts are available.

Environs:

The area is landscaped typical of a modern highway interchange. The rail crossing serves an excursion railroad that parallels Route 202, connecting shopping areas in Lambertville and Flemington with a Ringoes terminal and museum. The rail line parallels Alexauken Creek, which crosses under the highway south of the Route 202 overpass. High tension power lines cross over Route 29 both north and south of Route 202. A cemetery is located along the southbound side of Route 29 at the northern end of the interchange.

Points of Interest:

On occasion, the excursion railroad runs a restored steam locomotive through the railroad crossing. Alexauken Creek is usually stocked for trout in season. The Holcombe/Jimson Historical Heritage Farm is located in Delaware Township south of the Route 202 overpass. The Delaware and Raritan Feeder Canal and tow path passes under Route 202 to the west of the farm and the cemetery.

***II.    Southbound Survey***

*General Description:*

The general description of the southbound side of Route 29 is the same as that of the northbound side.

*Significant Attribute:*

The significant attributes of Route 29 southbound are the same as those of northbound Route 29.

Roadway Conditions:

Roadway conditions are the same, northbound and southbound on Route 29 in this vicinity.

**U.S. Route 202 Interchange (m.p. 19.6 to m.p. 20.2) South Terminus, US-202 Interchange, Lambertville City to  
North Terminus, US-202 Interchange, Delaware Township**

Environs:

Approaching the interchange from the north, the elevated Route 202 overpass, the high tension lines and the cemetery on the southbound side of Route 29 north of Route 202 dominate the view over any landscaping of the interchange itself.

Points of Interest:

Points of interest for the southbound side of Route 29 are the same as those for the northbound side of the highway.

**III. Ideas and Opportunities**

- NJDEP and Delaware Township should collaborate to develop and implement plans and actions to protect the Alexauken Creek stream corridor.

**IV. Management Strategies**

There are no recommendations regarding safety enhancements, roadway design, or maintenance and operations for this segment of the byway.

*View Shed Management:*

- NJDOT, in cooperation with the NJ Department of Commerce, Division of Travel and Tourism, NJDEP Natural and Historic Resources Group, Hunterdon County

and the City of Lambertville should establish a system of historic markers and tourism signage along the Route 29 right-of-way to identify, orient and direct visitors to points of interest, to bicycle routes, to pedestrian trails such as the Delaware and Raritan Canal tow path, to parking facilities and other significant areas in proximity to this segment.

- NJDEP, in cooperation with the Delaware and Raritan Canal Commission and Delaware Township, should improve access and parking for the Delaware and Raritan Canal tow path in this area.

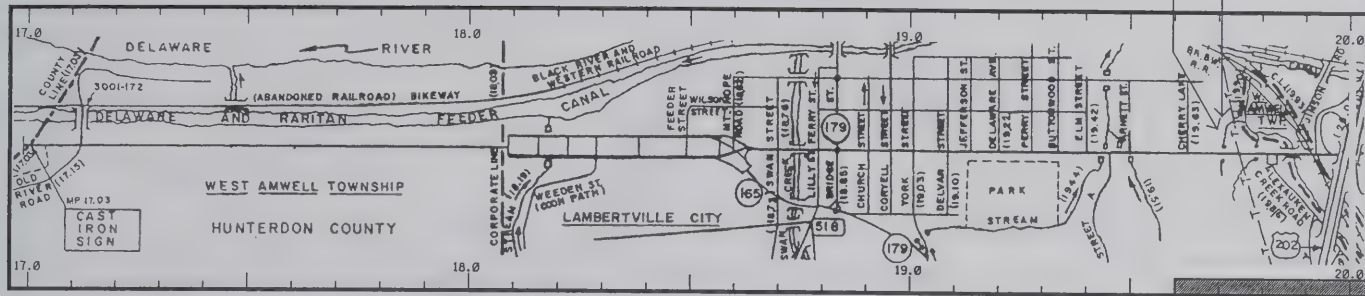
*Right-of-Way Landscape Management:*

- NJDOT should plant street trees along the edge of the southbound right-of-way to provide a foreground view and to partially screen mid-ground and long views of the cemetery, US 202, and the high-tension power lines.
- NJDOT, in cooperation with the Delaware River Joint Toll Bridge Commission and Delaware Township, should establish a beautification and planting program for the interchange.

**Management Plan – Segment 10 – US Route 202 Interchange  
(Milepost 19.6 – 20.2)**

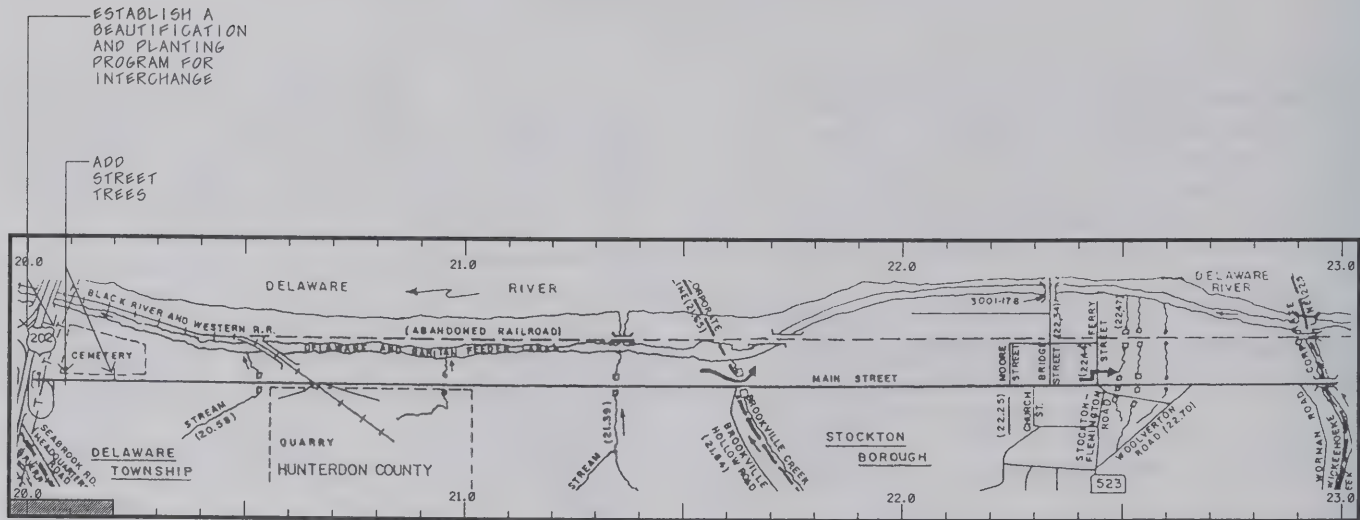
IMPROVE ACCESS-  
AND PARKING FOR  
DELAWARE AND  
RARITAN CANAL  
TOW PATH

ADD SIGNAGE TO  
DIRECT VISITORS  
TO PARKING  
FACILITIES, BICYCLE  
PATHS AND CANAL





# Management Plan – Segment 10 – US Route 202 Interchange (Milepost 19.6 – 20.2)



**Canal North (m.p. 20.2 to m.p. 21.5) North Terminus, US-202 Interchange, Delaware Twp. to  
South of Brookville, Delaware Twp.**

***I.     Northbound Survey***

*General Description:*

Route 29 in this area weaves between the base of foothills rising 200 feet above the Delaware River and the Delaware and Raritan Feeder Canal.

*Significant Attributes:*

Roadway Conditions:

This section of Route 29 is a two-lane highway with a 24 feet wide pavement and no significant shoulders. The speed limit is 45 mph, and traffic volumes are low, although no recent traffic counts are available. There is a grade level railroad crossing for a spur serving a quarry at mile post 20.65. There is little room for parking or other expansion of the right-of-way due to stream encroachment limitations.

Environs:

This area is primarily forested and rural. A wooden fence initially screens the quarry operations on the northbound side of the highway and dominates the view. The Delaware and Raritan Feeder Canal is immediately to the left of the highway, although it is hidden by vegetation in some areas. The Delaware River is less visible beyond the canal, even in winter when trees are bare. The ruins of an old stone kiln appear to be located off the

northbound side of the highway.

Points of Interest:

The Delaware and Raritan Feeder Canal is the dominant point of interest in this section of Route 29.

***II.     Southbound Survey***

*General Description:*

Southbound travel along Route 29 in this area is generally a forested riverside drive along the canal.

*Significant Attributes:*

Roadway Conditions:

The southbound conditions of Route 29 are the same as those for northbound Route 29.

Environs:

The Delaware and Raritan Feeder Canal flows adjacent to the southbound side of Route 29, and the northbound side is bordered by steeply sloping forests. While the canal is partially obscured by trees, occasional clearings present attractive vistas of the canal and the Delaware River.

**Canal North (m.p. 20.2 to m.p. 21.5) North Terminus, US-202 Interchange, Delaware Twp. to  
South of Brookville, Delaware Twp.**

Points of Interest:

The Delaware and Raritan Feeder Canal is the dominant point of interest in this section of Route 29.

***III. Ideas and Opportunities***

- Physical or psychological traffic calming devices can be designed and installed to reduce traffic speeds approaching Brookville.
- NJDOT should plant street trees to define vistas and a tree canopy along the northbound approach (southern gateway) to Brookville where adequate public right-of-way is available.

***IV. Management Strategies***

There are no recommendations regarding safety improvements, roadway design or maintenance and operations for this segment of the byway.

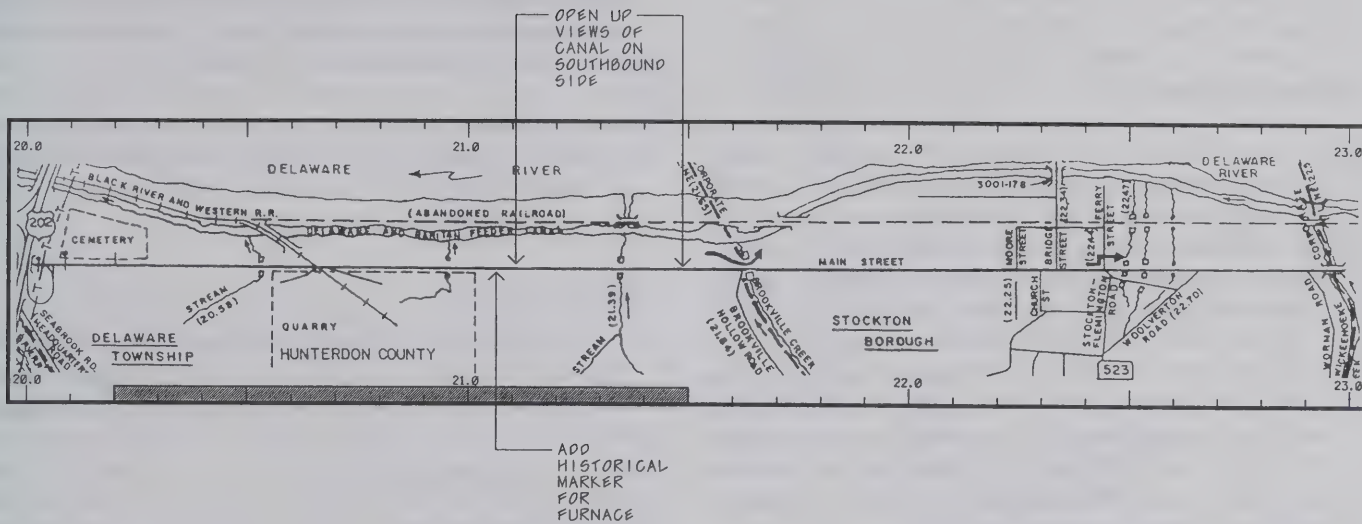
*View Shed Management:*

- NJDEP, in consultation with NJDOT, the Delaware and Raritan Canal Commission, Hunterdon County and Delaware Township, should place a historical marker regarding the furnace on the northbound side of the byway at mile post 21.1.

*Right-of-Way Landscape Management:*

- NJDOT, in consultation with the Delaware and Raritan Canal Commission, should conduct thinning of trees and underbrush in the vicinity of mile posts 21.1 and 21.5 to open views of the Delaware and Raritan Canal. All such thinning should be done selectively and with an eye towards maintaining natural habitats to the fullest extent possible.

## Management Plan – Segment 11 – Canal North (Milepost 20.2 – 21.5)





## Stockton (m.p. 21.5 - m.p. 23.2) South of Brookville, Delaware Twp., to Prallsville Mills, Stockton Borough

### **I. General Description:**

This section of Route 29 provides an experience of traveling into the 19th century.

#### *Significant Attributes:*

#### Roadway Conditions:

Route 29 is a two-lane road throughout this section. Entering Brookville, the road passes through a pair of sharp, 90-degree curves crossing Brookville Creek. This dangerous curve is well marked, and cannot be widened due to the presence of a stream. The speed limit of the road is reduced to 35 mph upon entering the settled area, although the road continues to have a pavement width of 24 feet with no shoulders. The pavement narrows to 22 feet at mile post 22.1, as it enters the village of Stockton, and the speed limit is reduced to 25 mph. The pavement remains 22 feet wide with no shoulder through to Prallsville. Route 29 veers to the left at mile post 22.5 near the intersection of Stockton Flemington Road (County Road 523) at Ferry Street, and resumes a 35 mph speed limit.

#### Environs:

Route 29 passes through Brookville, a late 19th century hamlet, Stockton, a traditional Delaware River village, and Prallsville, a 19th century industrial district listed as Smith's Mills in the National and State Registers of Historic Places. Each of these places, while quite different in character, are all attractive, well preserved, and quite active. A country inn is located at the head of Bridge Street in Stockton village, where it intersects with

Route 29. The west end of Bridge Street crosses the Delaware and Raritan Feeder Canal and the Delaware River over a steel truss bridge. Prallsville Mills has been extensively restored, and hosts cultural events as well as a museum and the headquarters of the Delaware and Raritan Canal Commission. Local commercial services are located at the north end of Stockton Borough, on North Main Street near Prallsville Mills.

New Jersey's only covered bridge still in service is On Route 523, northeast of Stockton in Delaware Township, is located northeast of Stockton on County Route 523 in Delaware Township. On Route 519 is the picturesque hamlet of Rosemont.

#### Points of Interest:

This area of Route 29 provides access to and through several of Hunterdon County's most attractive rural villages, including Stockton, Brookville, Prallsville, Sergeantsville, and Rosemont.

### **II. Southbound Survey:**

#### *General Description:*

This southbound section of Route 29 provides a transition from a high speed, wide highway to a narrow, lower speed river drive by passing through a series of 19th century river communities.

#### *Significant Attributes:*

#### Roadway Conditions:

Route 29 remains a two-lane road entering Prallsville, but

### **Stockton (m.p. 21.5 - m.p. 23.2) South of Brookville, Delaware Twp., to Prallsville Mills, Stockton Borough**

narrows to a pavement of 22 feet with no shoulders and a 35 mph speed limit. Route 29, also called North Main Street, adds a 6-foot wide shoulder, marked for parallel parking in the vicinity of Ferry Street (mile post 22.45) in Stockton village. The speed limit is reduced to 25 mph. The shoulder on the southbound side of Route 29 is discontinued at mile post 22.15 at the edge of the village, where the speed limit increases to 35 mph. The road maintains this configuration through Brookville, where it passes through a pair of tight curves across a stream as it approaches the end of the section.

#### Environs:

Route 29 enters this area through a juxtaposition of Prallsville Mills, a site listed in the National and State Registers of Historic Places, and modern local commercial service land uses such as gas stations, garages, and convenience stores. Prallsville Mills is a scenic setting with access to the Delaware and Raritan Canal and a walking trail. It provides good fishing places for children, and has rest rooms. Traveling south, the 19th century experience of Stockton is primarily confined to Bridge Street and nearby portions of South Main Street up to an area of contemporary frame houses. Brookville displays its late 19th century character in the southbound direction as well as northbound.

#### Points of Interest:

As in the northbound assessment, this area of Route 29 provides access to and through attractive rural villages such as Stockton, Brookville, Prallsville, Sergeantsville, and Reissuement.

### ***III. Ideas and Opportunities (Both Directions)***

The Borough of Stockton surveyed their residents and held several public meetings of their own to discuss the Route 29 Management Plan and what they wanted for their town. As a result of their efforts, they have offered the following “ideas and opportunities” in addition to those proposed by the Route 29 Scenic Corridor Committee.

- Lower the speed limit throughout town to 25 mph.
- Crosswalks at the following intersections should be improved to meet the specifications in the NJDOT publication “Pedestrian Compatible” Planning & Design Guidelines, April 1996.
  - ▶ Bridge St. & Rte. 29;
  - ▶ Rte. 29 & C.R. 523;
  - ▶ Bridge St. & Railroad Ave.;
  - ▶ Bridge St. & Mill St.;
  - ▶ Rte. 29 & Railroad Ave.;
  - ▶ Rte. 29 & Elementary School;
  - ▶ Rte. 29 & St. Agnes Church
- Curbing and storm sewers should be placed on both sides of Rte. 29, throughout the Borough.
- The guide rail and concrete bridge structure across Wickecheoke Creek (mile post 23.0) can be redesigned to be more characteristic of the historic nature of the area.
- Tourism for the historic Prallsville Mills area at the north end of Stockton Borough can be promoted by increasing

## Stockton (m.p. 21.5 - m.p. 23.2) South of Brookville, Delaware Twp., to Prallsville Mills, Stockton Borough

advertising, signage and other appropriate techniques.

- The character of Bridge Street can be extended northward to the fork at Ferry Street by extending the sidewalks and using streetscape improvements.
- A traffic light or three-way stop signs should be placed at the intersection of Route 29 and Bridge Street to reduce speeds and improve pedestrian safety.
- Additional parking areas can be developed within walking distance of the town to accommodate bicyclists and tourists.
- Regarding parking in the Borough: The town would like to paint striping of existing parking areas and to provide signage indicating locations of short, medium, and long term parking.

### IV. Management Strategies (Both Directions)

There are no recommendations regarding roadway design or maintenance and operations for this segment of the byway.

#### *Safety Enhancements:*

- NJDOT and the Borough of Stockton should cooperatively work to install a sidewalk on at least one side of Rte. 29.

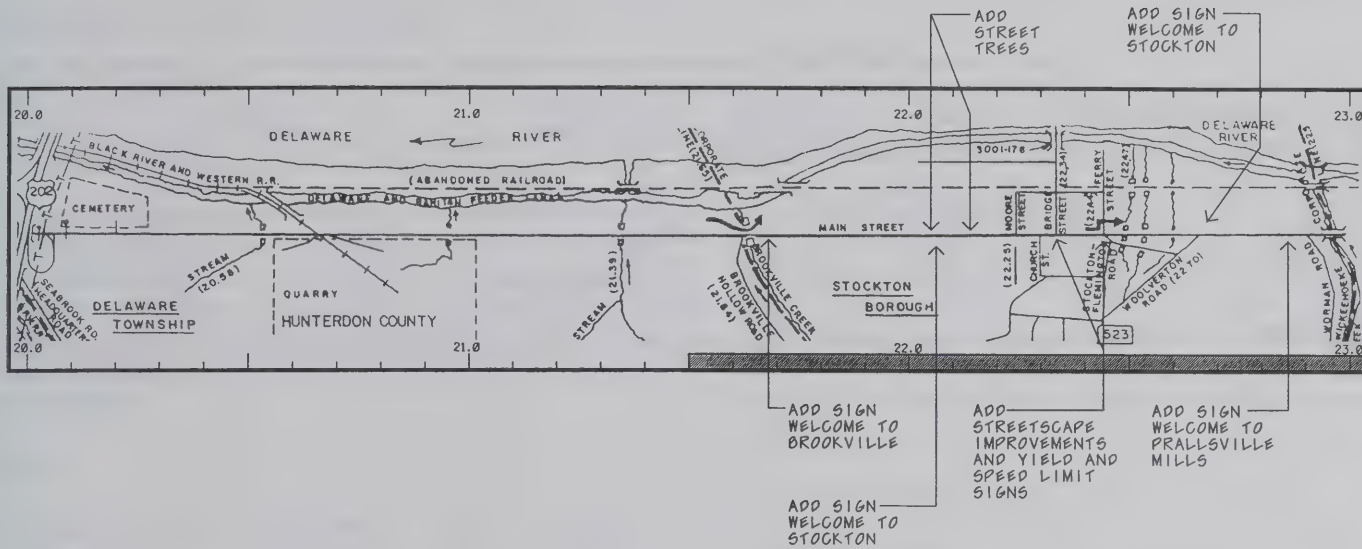
#### *View Shed Management:*

- NJDEP in consultation with NJDOT, the Delaware and Raritan Canal Commission, Hunterdon County and Stockton Borough, should place historical or navigational signs and markers identifying Brookville, Stockton center, and Prallsville Mills.
- NJDOT, NJDEP, the D&R Canal Commission, Hunterdon County and Stockton Borough should establish a system of signs to include:
  - ▶ Welcome to Stockton/Founded in 1898;
  - ▶ Please Observe our 25 mph Speed Limit;
  - ▶ Yield to Pedestrians in Crosswalks;
  - ▶ Be Aware of Bicycles/Bicyclists Must Obey All MV Laws

#### *Right-of-Way Landscape Management:*

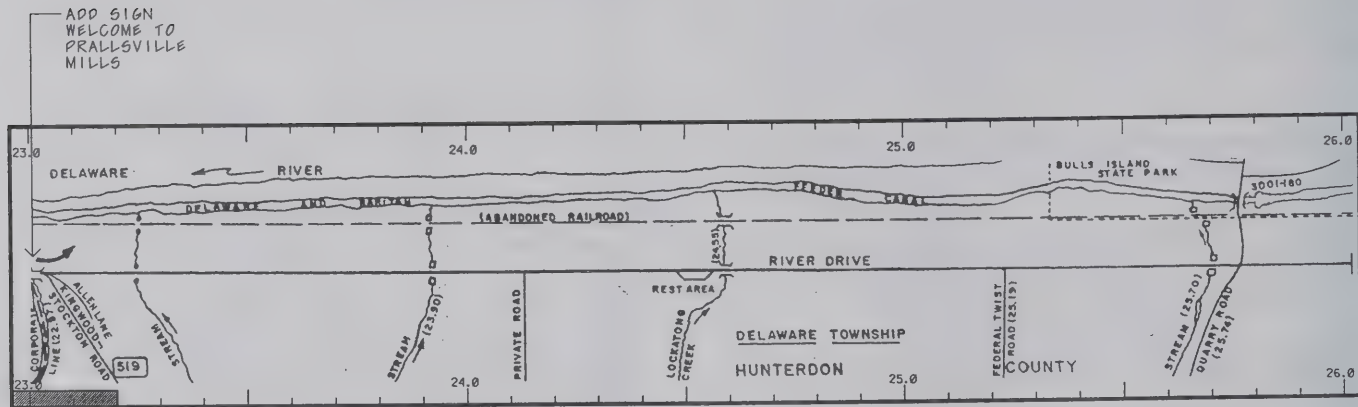
- NJDOT should plant street trees and a tree canopy along the southbound side of the highway between mile posts 22.0 and 22.2 to define vistas in the northbound approach to Stockton center.

# Management Plan – Segment 12 – Stockton (Milepost 21.5 – 23.2)





# Management Plan – Segment 12 – Stockton (Milepost 21.5 – 23.2)



## **Bulls Island (m.p. 23.2 - m.p. 26.2) Prallsville Mills, Stockton Borough to Delaware Twp. - Kingwood Twp. Boundary**

### ***I.     Northbound Survey***

#### *General Description:*

This section of Route 29 is a rural highway on flat terrain with wide shoulders, frequently used by bicyclists.

#### *Significant Attributes:*

#### Roadway Conditions:

Crossing the Wickecheoke Creek, Route 29 retains its 2-lane, 24-foot wide pavement, but adds shoulders 8 feet wide on both sides of the pavement. The speed limit remains 35 mph through a pair of sharp curves, but increases to 50 mph at mile post 23.35. The shoulders widen to 10 feet on each side at mile post 23.9. The roadway remains in this configuration throughout the remainder of this section.

#### Environs:

The left side of Route 29 is forested State Park land, except for the community of Raven Rock at Bulls Island, one of the two communities between the Delaware and Raritan Feeder Canal and the Delaware River. The feeder canal and the Delaware River are only rarely visible from this segment. To the right, tall foothills and steep slopes alternate with gently sloping farm valleys. An attractive agricultural landscape dotted with homes, some of a 19th century character, is located at the base of steep cliffs. This section of Route 29 has been named the Daniel Bray Highway, in honor of a Revolutionary War patriot from Kingwood Township.

A rest area is located on the northbound side of Route 29 at the Lockatong Creek, which passes beneath Route 29 into the Delaware and Raritan Feeder Canal. The feeder canal begins by drawing its waters from the Delaware River at Bulls Island State Park, which is reached by Quarry Road at mile post 25.8.

#### Points of Interest:

Bulls Island State Park and the community of Byram are the most significant points of interest in this portion of Route 29.

### ***II.     Southern Survey***

#### *General Description:*

Southbound travel on this section of Route 29 affords periodic views of the Delaware and Raritan Feeder Canal and the Delaware River valley along a relaxing, rural highway on flat terrain.

#### *Significant Attributes:*

#### Roadway Conditions:

Route 29 is a 2-lane highway with a 24 feet wide pavement and shoulders 10 feet wide. The highway is on flat terrain. There are few intersections or curb cuts and no signalized intersections located adjacent to the Delaware and Raritan Canal Park. The speed limit is 50 mph through most of this area until the highway takes two sharp curves at mile post 23.35, and the speed is reduced to 35 mph. The shoulders are reduced to 8 feet on each

## **Bulls Island (m.p. 23.2 - m.p. 26.2) Prallsville Mills, Stockton Borough to Delaware Twp. - Kingwood Twp. Boundary**

side at mile post 23.9 and they are discontinued at the Wickecheoke Creek Bridge, at Prallsville Mills. Traffic volumes are low, although there are no recent traffic counts available.

### Environs:

Bulls Island State Park and the community of Raven Rock are accessible from Quarry Road at the beginning of this section. Beautiful views of the Delaware River are most accessible within this area by boat, bicycle or foot path. Rest facilities at the State Park primarily serve campers. For the remainder of the section, the highway is bordered by the Delaware and Raritan Canal State Park on the right and by foothills and farm lands to the left. Vistas of distant hills and ridges on both sides of the Delaware River are framed by trees on each side of the road.

### Points of Interest:

Bulls Island State Park and the community of Byram are the most significant points of interest in this portion of Route 29.

### **III. Ideas and Opportunities**

- The quarry rest area at mile post 23.2 can be upgraded by grading, landscaping and removing dilapidated structures.
- Signage and facilities can be upgraded and a boat launch established at the rest area on the Lockatong Creek on the northbound side of the byway at mile post 24.5.
- Hunterdon County, Delaware Township and the New

Jersey Department of Agriculture Development Committee should give priority to acquiring development easements for farmland preservation and to providing financial assistance for farm management practices that will preserve and enhance views in the vicinity of mile posts 24.0 to 24.2, and mile posts 25.1 to 25.2. These agencies should consult with NJDEP and NJDOT to develop a program that will enable NJDEP and NJDOT to give priority to these areas for leveraging farmland preservation and conservation investments with open space and scenic byways funding and private contributions.

- Insect infestations in trees in the area can be given a priority for treatment.

### **IV. Management Strategies**

There are no recommendations regarding safety enhancements or roadway design for this segment of the byway.

### View Shed Management:

- NJDOT should review and improve navigational Signage in this segment.
- NJDEP, in consultation with the Delaware and Raritan Canal Commission and NJDOT, should improve Signage and visitor facilities for the Bulls Island footbridge across the Delaware River to Pennsylvania at mile post 25.4.

**Bulls Island (m.p. 23.2 - m.p. 26.2) Prallsville Mills, Stockton Borough to Delaware Twp. - Kingwood Twp. Boundary**

*Right-of-Way Landscape Management:*

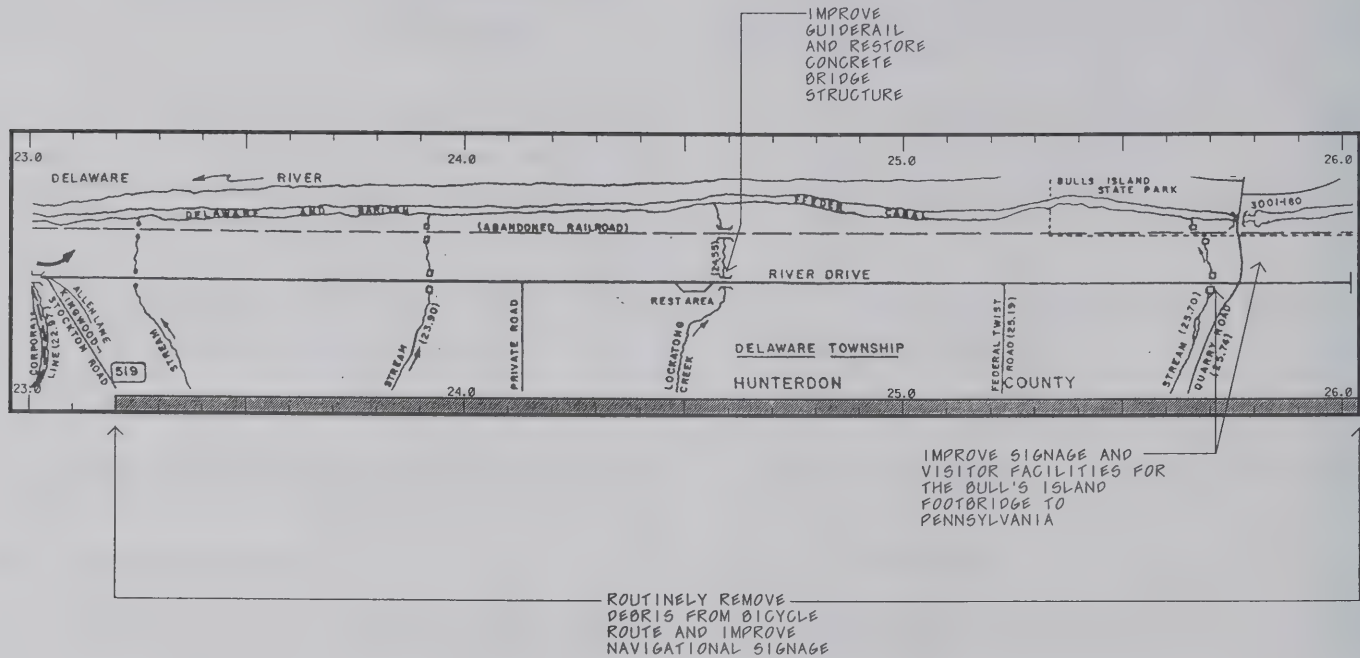
- NJDOT should improve the guide rail and restore the concrete bridge structure across Lockatong Creek (mile post 24.6) in keeping with the historic character of the area.

*Maintenance and Operations:*

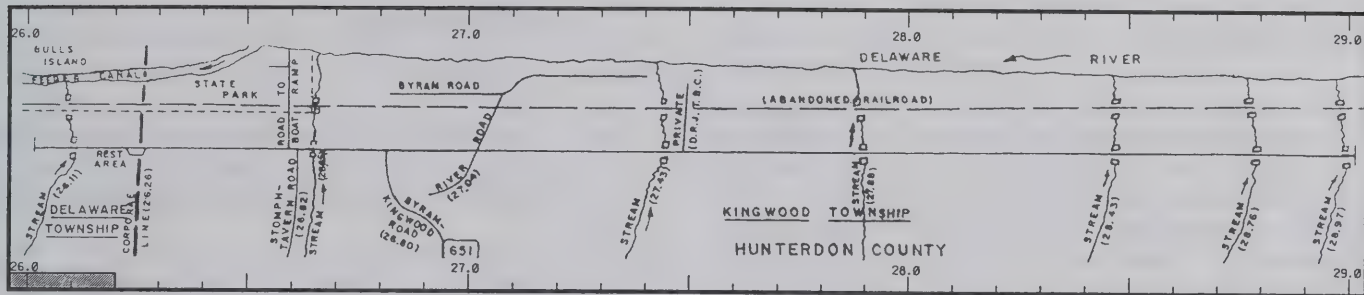
- NJDOT should maintain the bicycle route by routinely removing debris.



# Management Plan – Segment 13 – Bull’s Island (Milepost 23.2 – 26.2)



Management Plan – Segment 13 – Bull’s Island  
(Milepost 23.2 – 26.2)



## **Cliffs (m.p. 26.2 - m.p. 33.5) Delaware Twp.-Kingwood Twp. Boundary to North of Copper Creek, Kingwood Twp.**

### ***I.     Northbound Survey***

#### *General Description:*

Route 29 passes through impressive scenery between the Delaware River and a series of tall, steep cliffs.

#### *Significant Attributes:*

#### Roadway Conditions:

Route 29 is a 2-lane highway with a 24 feet wide pavement and 10 feet wide shoulders throughout this section, with the exception of an area at the base of the Devil's Tea Table at mile posts 29.8 to 30.4 where the northbound shoulder is reduced to 6 feet. The pavement narrows to 20 feet at mile post 31.3, although the shoulders remain 10 feet wide. The speed limit is 50 mph, and traffic volumes are low, although there are no recent traffic counts available.

#### Environs:

This area is frequently used for bicycling excursions. The area is predominantly forested, with a partial tree canopy and occasional vistas of hills and ridges in the Delaware River valley. A few residences and farms are set back from the northbound side of the highway. The village of Byram, one of two communities located between Route 29 and the Delaware River, is accessed from the highway at mile post 27.0. Ice formations on the cliffs make the area particularly scenic in winter. In the spring, falling rocks from the cliffs add an element of danger to northbound bicycle and vehicle travel in the area.

#### Points of Interest:

The Delaware River is visible to the left through occasional clearings. The river village of Byram has been settled since the 19th century. These cliffs are popular destinations for hikers and rock climbers, and provide attractive stream gorges and waterfalls.

### ***II.    Southbound Survey***

#### *General Description:*

Route 29 provides outstanding views of the Delaware River valley framed by sandstone cliffs on the left side of the highway and wooded ridges and cliffs on the Pennsylvania side of the river.

#### *Significant Attributes:*

#### Roadway Conditions:

Route 29 is a 2-lane highway with a 20-foot wide pavement expanding to 24 feet wide at mile post 31.3. Shoulders are 10 feet wide throughout this section, with the exception of an area at the base of the Devil's Tea Table at mile posts 29.8 to 30.4 where the southbound shoulder is reduced to 4 feet. The speed limit is 50 mph, and traffic volumes are low, although there are no recent traffic counts available.

#### Environs:

The area is predominantly forested, with a partial tree canopy

## **Cliffs (m.p. 26.2 - m.p. 33.5) Delaware Twp.-Kingwood Twp. Boundary to North of Copper Creek, Kingwood Twp.**

over the roadway framing occasional vistas of hills and ridges. The Delaware River is the dominant scenic element, although its context varies significantly between each season. The village of Byram is set back between Route 29 and the Delaware River at mile post 27.0.

### Points of Interest:

The Delaware River is frequently visible to the right. The tops of foothills and ridge lines are points of orientation. The river village of Byram has been settled since the 19th century. There is a public boat ramp south of Byram at mile post 26.6.

### ***III. Ideas and Opportunities (Both Directions)***

- NJDOT, in consultation with NJDEP and Kingwood Township, should consider and implement, rock stabilization projects for the cliffs on the northbound side of the byway at mile posts 27.4, 27.5 and 28.35. Rock stabilization measures should be used only near curves where lines of sight are reduced for drivers, and should be designed to least impair scenic views of the cliffs. Alternatives to rock stabilization measures, including automated systems of sensors and emergency signage and/or lighting and selective excavation of the rock face, should be given priority over measures that obscure the rock face with engineering structures. Effective measures with the minimum impact on the scenic qualities of the area should be selected.
- The NJDEP Green Acres Program, in cooperation with the Delaware and Raritan Canal Commission and

NJDOT, should acquire scenic easements for the red shale bluffs from the road surface to approximately 400 feet above mean sea level elevation, including the stream corridor but excluding existing developed lands.

### ***IV. Management Strategies (Both Directions)***

There are no recommendations regarding view shed management, roadway design or maintenance and operational improvements for this segment of the byway.

#### *Right-of-Way Landscape Management:*

- NJDOT, in consultation with the NJDEP and the Delaware River Basin Commission, should conduct thinning of trees and underbrush in the vicinity of mile posts 21.1 and 21.5 to open views of the Delaware and Raritan Canal. All such thinning should be selective and with an eye to maintaining the natural habitat to the fullest extent possible.

#### *Safety Enhancements:*

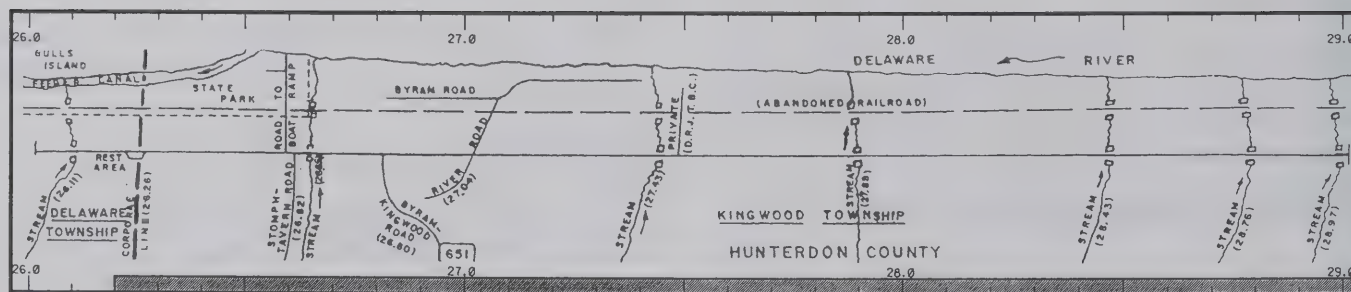
- NJDOT should install bicycle-safe drainage grates at mile post 30.0, where the width of the shoulder is reduced.

#### *Maintenance and Operations:*

- NJDOT should maintain the bicycle route by routinely removing debris.

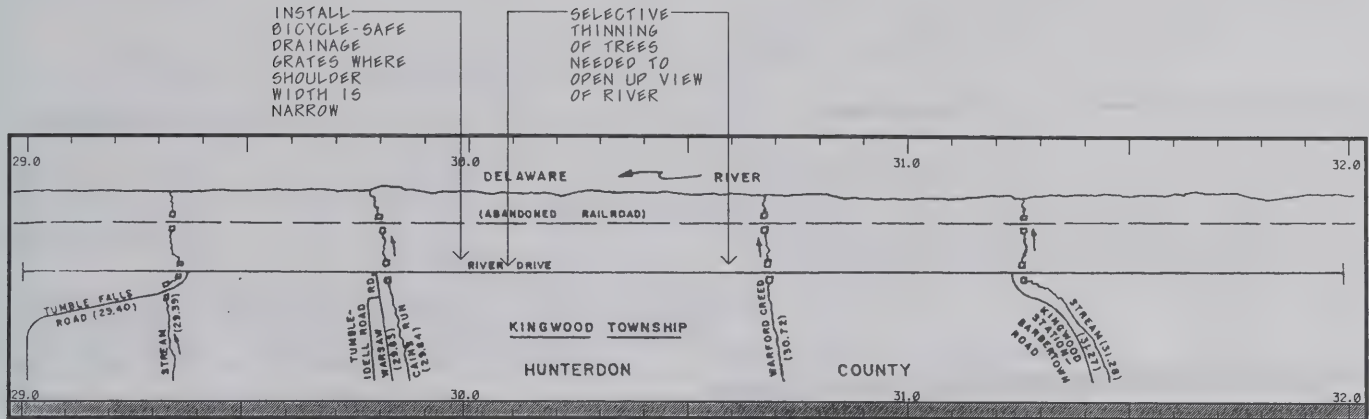


# Management Plan – Segment 14 – Cliffs (Milepost 26.2 – 33.5)



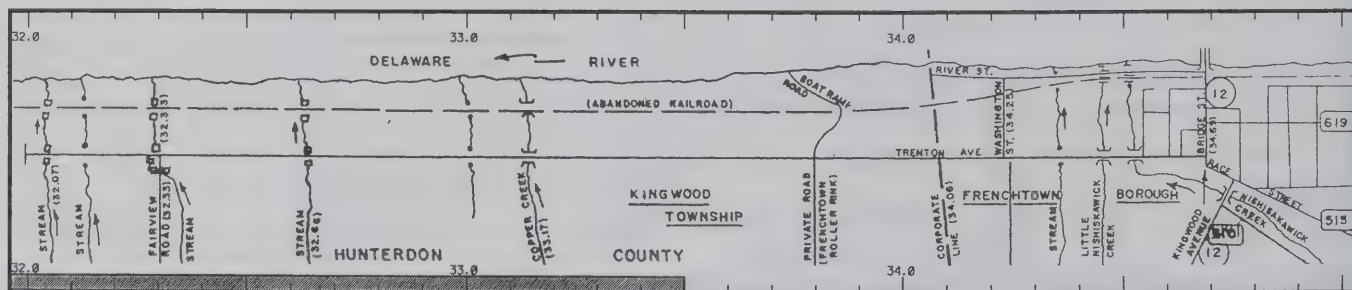
MAINTAIN BYCYCLE  
ROUTE BY ROUTINELY  
REMOVING DEBRIS

Management Plan – Segment 14 – Cliffs  
(Milepost 26.2 – 33.5)



← MAINTAIN BICYCLE ROUTE BY ROUTINELY REMOVING DEBRIS →

# Management Plan – Segment 14 – Cliffs (Milepost 26.2 – 33.5)



← MAINTAIN BICYCLE ROUTE BY ROUTINELY REMOVING DEBRIS →

## **Frenchtown Border (m.p. 33.5 - 34.1) North of Copper Creek, Kingwood Twp. to Frenchtown Borough Southern Boundary**

### ***I.     Northbound Survey***

#### *General Description:*

Route 29 approaching the Frenchtown border assumes an increasingly suburban character as residences and commercial establishments line the highway.

#### *Significant Attributes:*

#### Roadway Conditions:

Route 29 is a 2-lane highway with 20 feet wide pavement and 10 feet wide shoulders extending to just inside the Frenchtown border. The speed limit is 50 mph and traffic volumes are low, although no recent traffic counts are available.

#### Environs:

Contemporary residential and commercial development abuts the highway at increasing frequency approaching Frenchtown in this section. The terrain to the right is flatter, though still sloping, and tree cover and development obscures views of the Delaware River to the left. The state highway jurisdiction ends at the municipal border, but the roadway continues as Trenton Avenue into the center of Frenchtown Borough, a 19th century river community with many examples of Victorian style architecture. The Frenchtown Historic District is listed in the National and State Registers of Historic Places. At Frenchtown, northbound travelers can continue to Flemington via State Route 12, to Clinton via Route 513, and further up river to Milford and other river communities via Route 619.

#### Points of Interest:

The village center of Frenchtown is an attractive destination, and other tourist destinations such as Flemington and Clinton are readily accessible from this area.

### ***II.    Southbound Survey***

#### *General Description:*

Southbound Route 29 leaving Frenchtown opens into a broad rural highway with scenic views of the Delaware River and vistas of hilltops and ridges.

#### *Significant Attributes:*

#### Roadway Conditions:

Roadway conditions for southbound Route 29 are the same as those for the northbound side of the highway.

#### Environs:

Views of the river valley increasingly dominate as development recedes. The Delaware River is visible through occasional clearings through the forest, and is more visible during the winter. Hilltops and ridges on both sides of the river are framed by tree canopy over the highway in some areas. The effects of seasons on views are significant. A boat ramp is located off Route 29 at mile post 33.8.



## **Frenchtown Border (m.p. 33.5 - 34.1) North of Copper Creek, Kingwood Twp. to Frenchtown Borough Southern Boundary**

### Points of Interest:

The Delaware River is the predominant point of interest in this area.

### ***III. Ideas and Opportunities (Both Directions)***

- The scenic byway can be extended into or through Frenchtown. Parking areas, bike paths, interpretive signage, river access and streetscape improvements can be considered in Frenchtown as in other river towns if the scenic byway designation is extended in the future.

### ***IV. Management Strategies***

There are no recommendations regarding view shed management, safety enhancements or roadway design improvements for this segment of the byway.

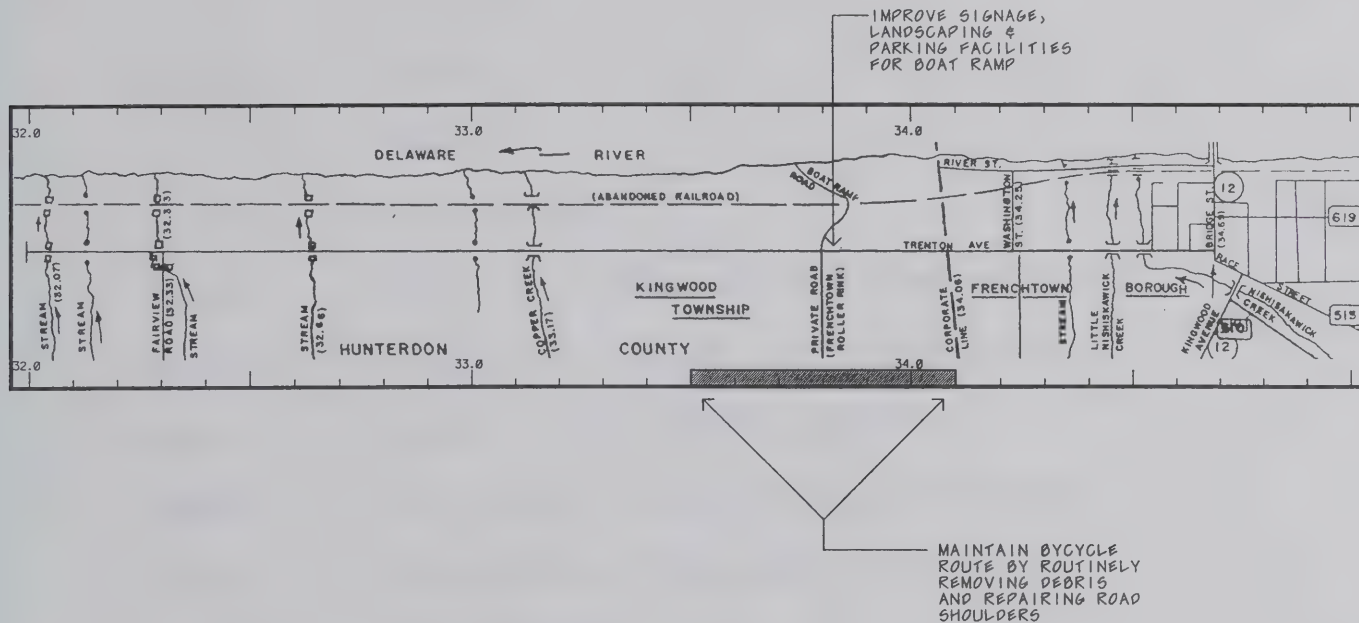
### *Right-of-Way Landscaping Management:*

- The NJDEP Division of Fish, Game and Wildlife, in consultation with the Delaware River Basin Commission and NJDOT, should improve signage, landscaping and parking facilities for the boat ramp to the Delaware River at mile post 33.8.

### *Maintenance and Operations:*

- NJDOT should maintain the bicycle route by routinely removing debris and repairing road shoulders.

**Management Plan – Segment 15 – Frenchtown Border  
(Milepost 33.5 – 34.1)**





# Appendices

- Appendix 1 :      Footnotes
- Appendix 2 :      Photographs
- Appendix 3 :      Glossary of Terms
- Appendix 4 :      Physical Survey - Methodology and Rte. 29 Survey Forms
- Appendix 5 :      Visual Survey - Methodology and Rte. 29 Survey Forms
- Appendix 6 :      Institutional Survey - Methodology/Questions
- Appendix 7 :      Public Comments - March, 1995 and June, 1995 Meetings
- Appendix 8 :      Management Plan Revisions as Result of 1995 Meetings
- Appendix 9 :      Formal Endorsements





## ***APPENDIX 1***

## ***FOOTNOTES***

## Appendix 1 : Footnotes

**Footnote 1 :** Correspondence, James C. Amon, Executive Director, Delaware & Raritan Canal Commission, to Kenneth C. Afferton, Assistant Commissioner, New Jersey Department of Transportation, October 18, 1990.

**Footnote 2 :** *Use of Geographic Information Systems for Scenic Byway Identification and Analysis: A Pilot Study.* Scott Madry, Jean-Marie Hartman and Rich Bochkay. New Brunswick: Center for Remote Sensing and Spatial Analysis. February 7, 1995.

**Footnote 3 :** 36,200 vehicles per day average daily traffic (northbound and southbound total) behind State House Complex in 1990, according to NJDOT, New Jersey State Highway Straight Line Diagrams: 1990.

**Footnote 4 :** 21,800 vehicles per day average daily traffic (northbound and southbound total) at the pedestrian bridge at the Log Basin, mile post 5.6, in 1988, according to NJDOT, New Jersey State Highway Straight Line Diagrams: 1990.

**Footnote 5 :** 13,200 vehicles per day average daily traffic (northbound and southbound total) north of the railroad bridge and Lower Ferry Road, mile post 7.4, in 1989, according to NJDOT, New Jersey State Highway Straight Line Diagrams: 1990.

**Footnote 6 :** Average daily traffic volumes (northbound and southbound total) range from 13,900 vehicles per day north of I-95 in 1990 to 15,100 vehicles per day south of I-95 in 1989, according to NJDOT, New Jersey State Highway Straight Line Diagrams: 1990 .

**Footnote 7 :** 10,500 vehicles per day average daily traffic (northbound and southbound total) north of Jacobs Creek in 1989, according to NJDOT, New Jersey State Highway Straight Line Diagrams: 1990.

**Footnote 8 :** 10,300 vehicles per day average daily traffic (northbound and southbound total) south of Church Road in 1989, according to NJDOT, New Jersey State Highway Straight Line Diagrams: 1990.

### **In Appendix - Visual Survey Methods :**

**Footnote 9 :** New Jersey Department of Environmental Protection, Green Acres Program, Scenic Roads Program: A Manual for the Nomination, Designation and Conservation of Scenic Corridors, July 1991 (Final Draft) Prepared by Carter van Dyke Associates, Trenton: New Jersey Department of Environmental Protection.

*APPENDIX 2*

*PHOTOGRAPHS*

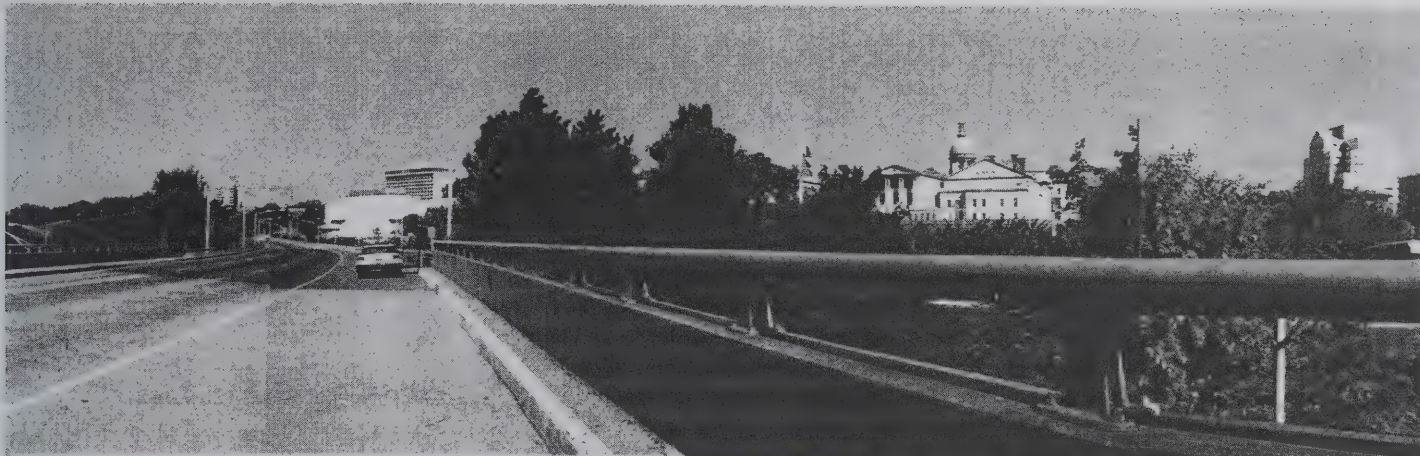


## **Appendix 2 : Photographs**

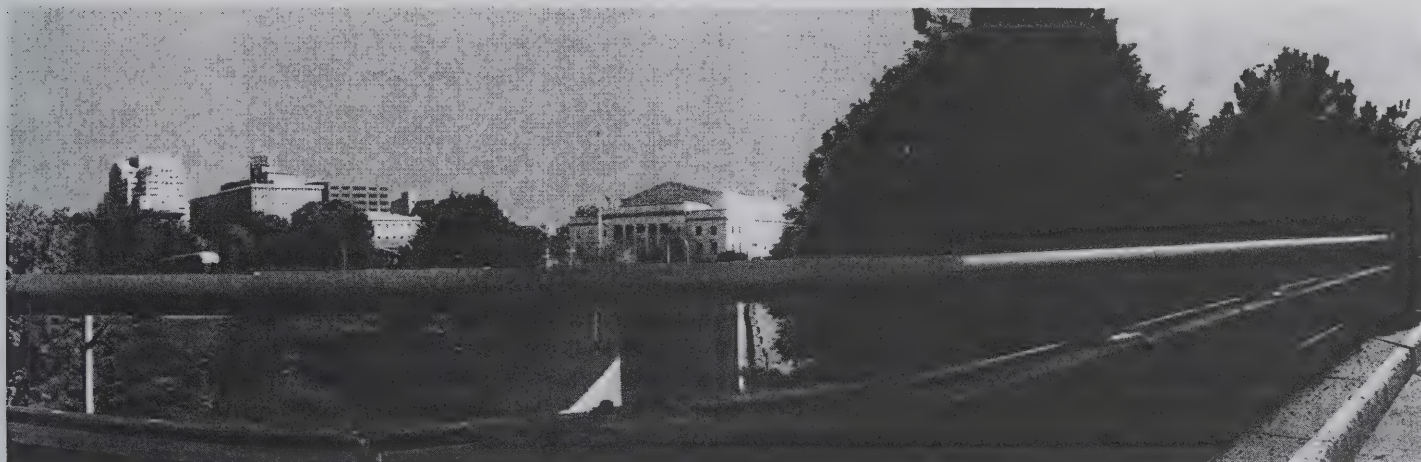
Photographs were taken of what was considered to be typical views within each scenic byway segment. Several photographs were then “joined” or assembled to form a panoramic view. There is at least one such view for each of the Route 29 roadway segments.

While the New Jersey Scenic Byways Program does not require such photographs, the Route 29 Scenic Corridor Committee felt it would be a positive addition to the management plan. The photos used here are the same ones used at the public meetings, but in a different assembly. While the content of the photos was not changed, they were “cleaned up” so that details became clearer and easier to see.

The labels on the views correspond to those of the individual segments discussed in the body of the management plan.



**TRENTON SKYLINE**



**TRENTON SKYLINE**



STACY PARK



STACY PARK





BOULEVARD



BOULEVARD



**YARDLEY OVERLOOK**



**WASHINGTON CROSSING**





WASHINGTON CROSSING



WASHINGTON CROSSING



TITUSVILLE



TITUSVILLE





**BALDPATE MOUNTAIN / GOAT HILL**



**LAMBERTVILLE**



**U.S. ROUTE 202 INTERCHANGE**



**CANAL NORTH**





CANAL NORTH



STOCKTON



STOCKTON



BULL'S ISLAND

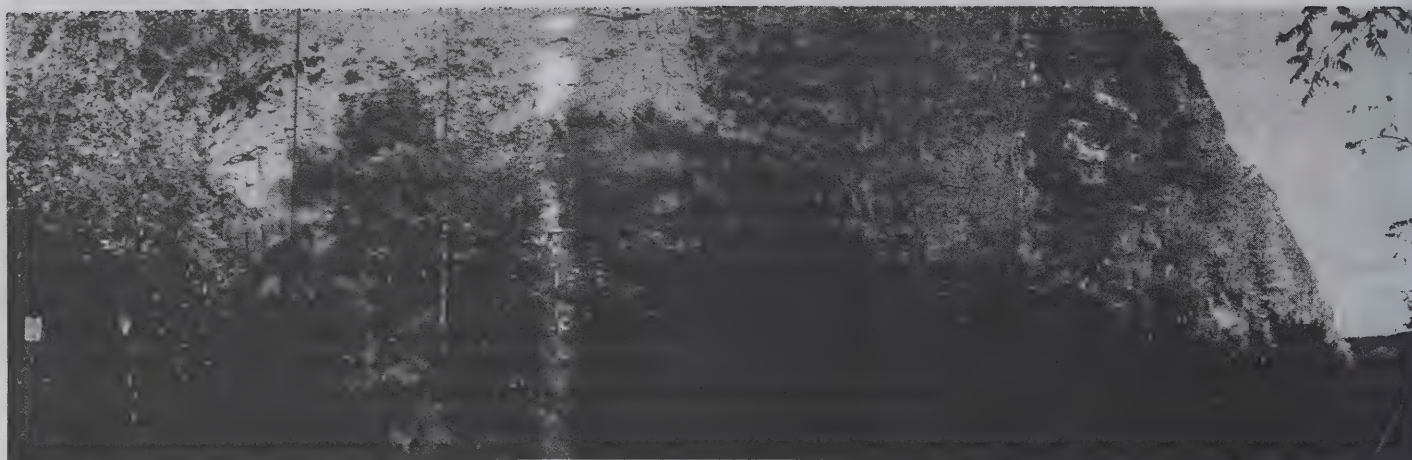




**BULL'S ISLAND**



**CLIFFS**



**CLIFFS**



**FRENCHTOWN BORDER**





**FRENCHTOWN BORDER**



## ***APPENDIX 3***

### ***GLOSSARY of TERMS***

### **Appendix 3 : Glossary of Terms**

**COLLECTOR STREET** means a street that provides access and traffic circulation service within residential, commercial and industrial areas in a community.

**CROSS-ACCEPTANCE or CROSS-ACCEPTANCE PROCESS** means the process established pursuant to the New Jersey State Planning Act of comparing the provisions and maps of local, county and regional plans and regulations with those of the State Development and Redevelopment Plan and the dialogue which occurs among participants during and after this process to achieve compatibility or consistency among the plans.

**DESIGNATION** means the action by the Commissioner of the New Jersey Department of Transportation to accord official approval and inclusion of a scenic byway in the State's Scenic Byways Program.

**DIVERSITY** means, in a visual sense, a variation among elements, landscapes and long and short views which avoid monotony.

**INTACTNESS** means, in a visual sense, a relationship of integrity among elements, without elements which are incompatible or intrusive.

**ISTEA** means the Intermodal Surface Transportation Efficiency Act of 1991, P.L. 102-240.

**LINKAGE** means, in a visual sense, a relationship of both time and place referring to the continuity and connectivity of elements with both prior and subsequent elements encountered in the travel experience.

**PANORAMA** means an unlimited view in all directions.

**PROSPECT** means a broad but limited range view, or a place affording such a view.

**RIGHT-OF-WAY** means a strip of land lawfully occupied or intended to be occupied by a street or other linear facility.



### **Appendix 3 : Glossary of Terms**

**SCENIC BYWAY** means a thoroughfare with its associated right-of-way that has an associated scenic corridor.

**SCENIC BYWAY MANAGEMENT PLAN** means a plan and recommended program for the long-term management of a scenic byway and its associated scenic corridor, prepared as a requirement for scenic byway designation.

**SCENIC CORRIDOR** means the area that can be seen from a scenic byway, including the thoroughfare itself, that includes features of significant scenic, natural, recreational, cultural, historic or archaeological interest.

**SCENIC CORRIDOR COMMITTEE** means an advisory committee organized and convened to assist in developing a scenic byway management plan for a specified nominated scenic byway.

**SDRP** means the State Development and Redevelopment Plan adopted pursuant to the New Jersey State Planning Act, N.J.S.A. 52:18A-196 et seq.

**SPONSOR** means the agency or organization authorized to assume the lead responsibility in preparing a scenic byway management plan and designation request for an specified scenic byway.

**STATE SCENIC BYWAYS PROGRAM ADVISORY COMMITTEE** means the permanent, standing committee established by the New Jersey Department of Transportation to provide technical assistance in the review of scenic byway management plans and in the revision of the State Scenic Byways Program.

**UNITY** means, in a visual sense, a relationship of coherence and harmony among individual components.

**VISTA** means a view through a long passage, such as between rows of houses or trees.

**VIVIDNESS** means, in a visual sense, the distinctive quality and memorability of a landscape in comparison to other features in the region.



*APPENDIX 4*

*PHYSICAL SURVEY - METHODOLOGY*

*and*

*ROUTE 29 SURVEY FORMS*

## Appendix 4 : Physical Survey Methods and Survey Forms

An inventory of physical elements provides the basic structure to the management plan by determining the types of features for which management measures are necessary and the priority with which actions should be taken. The survey forms done for Route 29 appear at the end of this Appendix.

The physical survey is intended to allow significant features to be defined in ways that closely parallel the common experience of the traveler. Traveling in one direction along the byway, then the other, raters identify features associated with vegetation, structures, the landscape, and the roadway and rates their significance on a 1 to 5 scale for each segment of the byway:

- A rating of “5” indicates the feature, due to its quality and duration of view, is highly significant to the experience of the scenic byway, whether it is an amenity or an intrusion, and a high priority should be given to including management measures for the feature in the scenic byway management plan.
- A rating of “1” indicates that the feature has little impact on the experience of the traveler, and should be given the lowest priority for being addressed in the scenic byway management plan.

For physical features that enhance the scenic corridor, positive values (1 to 5) are used. Physical features that detract from the scenic values of the corridor are given negative values (-5 to -1). For example, a “5” rating indicates that a feature is a highly attractive element of the scenic corridor that should be protected and enhanced, while a “-5” rating indicates a feature that substantially interferes with or degrades the scenic quality of the corridor and should be screened or otherwise removed from the view if possible.

As the purpose of this case study was to apply and refine the physical survey methods advanced in the New Jersey Scenic Byways Program, the physical survey was conducted by two raters: a landscape architect from the New Jersey Department of Transportation and an environmental planner from the New Jersey Office of State Planning. Both raters are members of the State Scenic Byways Program Steering Committee. The raters traversed the byway on two occasions during the winter and spring of 1994, and supplemented the field research by viewing color video logs of the highway (5 degrees and 40 degrees to the right of forward) produced by the New Jersey Department of Transportation to inventory pavement and curb conditions.

The physical survey was initially based on the methods and elements described in the July 1993 edition of the New Jersey Scenic Byways Program report. As a result of the case study, a number of features were added, consolidated, reserved or removed from the analysis. The features identified in the amended rating sheets, as well as a number of additional, optional features which may be added to rating sheets are described below.



## Appendix 4 : Physical Survey Methods and Survey Forms

### **I. Landform Features**

The general features of the land form are usually visible whether an area is developed or is in its natural state. Certain features may increase the attractiveness of a view, or may be blocked from view by development. A rating of “5” should be given to features that are attractive, visually significant and physically accessible. A lower rating should be given to features which are less visible or accessible. A negative rating may be appropriate where the particular feature is an eyesore or creates hazards to public safety.

***Mountains:*** Highest ratings should be given to mountains with ridge lines that are in their natural state, that are not blocked from view by development, and that are not cleared for fences, towers or other structures.

***Cliffs:*** New Jersey is a geologically diverse state in which one can observe the effects of time over millions of years within a few miles. Highest ratings should be given to cliffs or other rock outcroppings that provide opportunities to view the underlying geology or impacts of Ice Age glaciers that are of scientific, educational and aesthetic interest.

***Hills:*** Hills that provide points of orientation and/or points of view for the traveler that are visually significant or physically accessible from the scenic byway should receive a positive rating.

***Rolling Terrain:*** Rolling terrain should receive a positive rating where it frames vistas and provides a diversity of scenery consisting of long views and short views. Rolling terrain may receive a low or negative rating where the travel experience would be changing excessively rapidly, as in an extended series of sharp curves and dangerous switchbacks.

***Flat Terrain:*** Flat terrain should be given highest ratings where it provides for long views to the horizon or where large-scale patterns of human development (settlements, agricultural patterns, roads) are visible from an elevated point of view along the scenic byway. Flat terrain may receive negative ratings where the view is monotonous and there is no appreciable change in focal points for an extended period during the travel experience.

***Valleys:*** Valleys should receive high ratings as landform features where they are part of prospect and panoramic views from mountains, ridges and hills, and where they provide vistas or water views for travelers within the valley.

***Beaches:*** Highest ratings should be given to beaches which are not only scenic, but that are open to the public for recreational uses and that have facilities and services (such as bath houses) in place that support these uses.

## Appendix 4 : Physical Survey Methods and Survey Forms

### II. A. Land Cover - Water

Water is a dominant feature whether in developed or natural environments. Views of water may be enhanced by or blocked by development. However, ratings should generally be given to the water feature without regard to the human uses in the field of view, as the features in the built environment are rated separately. For example, if the view of a lake or bay was undesirable due to the nature of development at the shore line, it is the view of the development that should be mitigated, not the view of the water body (which could even be enhanced). In this example, the water feature should receive a high positive rating and the development should receive a negative rating. Therefore, a rating of “5” should be given to water features that are attractive, visually significant and physically accessible. A lower rating should be given to features which are less visible or accessible. A negative rating may be appropriate where the particular feature is an eyesore or creates hazards to public safety.

***Ocean:*** As a coastal state, views of the Atlantic Ocean are usually highly attractive where they are accessible, and should be given positive ratings.

***Bays:*** Views of bays should be given a high rating as the open water defines long views to natural areas (marshes or beaches) and/or developed waterfronts. Bays also tend to provide fixed (piers) or ephemeral (boats and birds) focal points for scenic views, regardless of whether the area is predominantly natural or predominantly developed. Negative ratings should only be applied to bays in which there is a great amount of debris (including abandoned boats), algae, oil or foam from pollution visible on the surface. The impacts of structures on these views are addressed by other features.

***Rivers, Streams and Canals:*** New Jersey has an abundance of rivers and perennial streams, many of which constitute the border between municipalities and counties — the Delaware River defines the entire western border of the state. Also, several major canals were operated in New Jersey in the 1800's for water-borne transport of goods. Some canals, such as the Delaware and Raritan Canal, continue to carry water, support fishing, boating and other recreational activities and remain features of the landscape. Most of these rivers, streams and canals are paralleled or crossed by roads and trails. In some areas, canal towpaths have been restored and/or rails removed to improve public access along the canal right-of-way. Some canals also include aqueducts which pass over roadways. Rivers, streams and canals generally create an environment of sights, sounds and scents that can be at times tranquil and at other times powerful, and should generally be given high ratings where visually and physically (safely) accessible. Negative ratings should only be applied to these water bodies in which views are degraded by significant amounts of debris, algae, oil or foam from pollution visible on the surface.

***Waterfalls:*** In addition to the exciting sight of a waterfall, waterfalls have a sound characteristic which both makes them attractive destinations and creates an isolated environment, shielded from outside sounds even in developed areas. Waterfalls should generally receive

## Appendix 4 : Physical Survey Methods and Survey Forms

high positive ratings, except where their presence induces a significant threat to public safety.

**Lakes and Ponds:** The region's legacy of geology, glaciation, agriculture and industry have contributed hundreds of natural and built lakes and ponds throughout New Jersey's landscape. Lakes and ponds should generally be given high positive ratings where visually and physically (safely) accessible. Negative ratings should only be applied where these features are degraded by significant amounts of debris, algae, oil or foam from pollution visible on the surface.

**Wetlands:** Nearly one-fifth of New Jersey's total surface area is coastal marsh or wetland, and two thirds of this area is freshwater wetland. Many of these wetland areas are quite extensive, even outside of coastal areas, and support significant populations of fish and wildlife. Many wetlands have been altered by human development and efforts at insect control. Wetlands should generally receive positive ratings for their scenic and natural qualities, except where odors, insects and human impacts have impaired its attractiveness or safe access.

### **II. B. Land Cover - Vegetation**

**Woodlands:** Woodlands are distinct from the presence of single or small groups of mature trees in that this feature refers to areas that are predominantly forested with few clearings or human structures. Woodlands are usually composed of trees of a variety of ages, ranging from mature trees to saplings and seedlings. A rating of "5" may be given to an established forest, and a rating of "1" to an area where woodlands are only emerging (such as fast growing saplings in a vacant, untended lot).

**Meadow or Pasture:** Fields of grain, sod farms, and pastures display an open, agricultural pattern. Also, the presence of a community of wildflowers or ferns provides a focal point diverse in colors and textures, reflecting the seasonal changes in our temperate climate in New Jersey. These areas may be visible from the roadway itself. A rating of "5" may be given to a large, readily visible meadow or pasture which display attractive combinations of color and texture; lower ratings should be given to open areas where grasses, grains, ferns or colorful wildflowers do not exist.

**Croplands:** This factor commonly refers to field crops and orchards, whether in rows or terraces. A rating of "5" may be given where these agricultural patterns are present and display attractive combinations of color, stature and texture.

**Street Trees:** Street trees provide benefits to motorists, pedestrians, and other travelers along a scenic byway. The positive impact of street trees is enhanced by their maturity. While newly planted street trees can provide small splashes of seasonal color in a landscape, these trees, if properly selected and planted, can substantially change the environment of the scenic corridor by creating canopies over roadways and by framing and masking views of developed and natural areas.



## Appendix 4 : Physical Survey Methods and Survey Forms

Mature street trees possess a shape and stature that give a sense of stability, tranquillity and a “natural” quality to the landscape, even where the trees coexist with residences and other human structures. A mixture of hardwood and softwood trees afford contrasts in color and texture in each season. A rating of “5” may be given to an area dominated by mature street trees; a rating of “1” should be given to an area with few or no mature street trees.

In many communities, the “tree tunnel” formed by lindens or other tall, arching trees is a special place. In winter, the tree limbs display a form like a Gothic cathedral. In summer, the leaves provide shade, cool the air, and muffle sounds. Treed canopies frame vistas, providing contrasts with more open views. When the roadway passes through the canopy, it becomes a transitional passage from which one leaves one scene and emerges into another. A rating of “5” may be given to areas where the tree canopy is full, extensive, and creates a vista. Lower ratings should be given to where the canopy is broken, nonexistent, sculptured to provide clearance for utility lines, cannot be traversed, or does not yield a desirable view.

***Lawns:*** Lawns are a common landscaping component, particularly in suburban areas. Lawns provide a context for views of landscapes and development by opening and framing access to these views. A rating of “5” may be given to areas where lawns are well maintained and complement scenic views; a lower rating should be given to areas where lawns do not significantly enhance views by providing an excessive amount of openness and lack of variety in views.

### ***II. C. Land Cover - Man-Made***

***Industrial or Commercial Structures:*** Industrial and commercial activities along the scenic byway may offer focal points of architectural and cultural interest, or may distract from or block scenic views. A rating of “5” should be given to areas where industrial and commercial development is of a build, setback, condition, depth and design that is compatible with the scenic features of the area; a lower rating should be given where these activities are less visible, or which block, intrude upon, or draw attention away from other scenic features; a rating of “-5” should be given to areas or sites in which industrial or commercial structures conflict with scenic features and where “franchise” architecture is predominant and continuous.

Strip development refers to industrial and commercial development that may be distinguished from other forms of non-residential development by its intensity, architectural variation, and its relationship to the roadway. Strip development tends to be continuous along the frontage of a roadway, of limited depth from the roadway, of a moderate intensity, one to two stories in height, with substantial lot coverage by structures and associated on-site or street parking. While the design of individual buildings may vary, individual buildings tend to be more responsive to the design requirements of a franchise than in compatibility with the architecture of the surrounding area. The relationship to the roadway, including the extent of signage mounted at the curb, may be the key factor distinguishing a positive or



## Appendix 4 : Physical Survey Methods and Survey Forms

neutral rating from a negative one.

Bulk storage tanks for fuels, chemicals, and other nonagricultural products situated above the ground level may, primarily as a result of their size, result in negative ratings to the extent that they intrude on scenic byways by blocking desirable views, or they may draw attention away from other views as a focal point.

Commercial establishments may display merchandise within a structure, on a lot to the front and sides of the structure, and in lots to the rear of the structure. Depending on the topography, stock stored in rear lots and behind vegetation, a fence or a structure may be shielded from view from the roadway. Where the use of outdoor storage is extensive, particularly at the front and sides of the lot near the roadway, these activities may establish the predominant character of the area in ways that conflict with other scenic qualities. Public safety may be a concern where commercial and industrial activities are readily accessible from the roadway if their location encourages trespassing and property damage.

Depending on the topography and design of the site, automobile service stations may shield pumps, repair bays, and vehicles in storage from view from the roadway. Where the use of paving and lighting is extensive, particularly at the front and sides of the site near the roadway, the structure may intrude upon the predominant character of the area.

***Institutional Structures:*** Libraries, museums, schools, universities, hospitals and government buildings are often landmarks due to their architecture and landscape architecture. The relationship of these features to the surrounding area ranges from defining a style to harmonizing with neighboring elements to starkly conflicting with the surroundings. A rating of “5” may be given to institutional structures that enhance views within the scenic corridor; a lower rating should be given to features that are simply unobtrusive; and a rating of “-5” should be given to structures that block, intrude upon or otherwise draw attention away from other scenic features.

***Agricultural Structures:*** An archetypal pastoral scene is composed of groups of farm houses, stables, silos, and out buildings surrounded by fields, pastures, pens, or corrals with wooden fences or stone walls set among rural fields and forests. A rating of “5” should be given to areas from which such picturesque farmsteads are visible; a lower rating should be given where these elements of the farmstead are unsightly.

***Residential Structures:*** Residential areas and associated parks, landscaping, structures, playgrounds and other features should be recognized in the scenic corridor, particularly where they represent the work of notable designers or architects. A rating of “5” should be given to areas where the scenic byway provides visual, pedestrian or vehicular access to an unusual or picturesque building, group of buildings or settlement; a lower rating should be given where these buildings are not readily accessible; a rating of “-5” should be given

## Appendix 4 : Physical Survey Methods and Survey Forms

to areas where the scenic byways passes through areas of dilapidated residential structures and poorly designed or maintained settlements that conflict with other features in the scenic corridor.

A picturesque settlement or neighborhood is an existing small community, perhaps within a larger community, that may serve as a center for tourism and associated commerce and services along the scenic byway or within the scenic corridor.

Unusual, exceptional or distinctive architectural features (such as gables, towers, porches, “gingerbread” and other detailing, round or octagonal structures, and the use of indigenous materials) that are visible, potentially visible, or readily accessible from the roadway should be recognized where aesthetically appropriate.

***Parks, Cemeteries or Golf Courses:*** Managed open spaces vary from forests to gardens to the intensively managed lawns and landscapes of athletic fields, golf courses and cemeteries. A rating of “5” should be given to areas where these features are visible and physically accessible; a lower rating should be given where these areas are less visible or are inaccessible to the public.

***Historic Features:*** The scenic byway should provide visual, pedestrian or vehicular access to sites and areas of historic significance, such as historic buildings, neighborhoods, landscapes, cemeteries, factories, and transportation terminals. Also, a wide variety of historic bridges are located in New Jersey, ranging from covered bridges to truss bridges and suspension bridges. Scenic byways are particularly well suited to providing visual, pedestrian or vehicular access to or upon historic bridges. While it is not necessary for a site to be listed in the National or State Historic Register of Historic Sites or in the National Engineering Register to be considered historic, the historic significance of the site, structure or area should be documented by a municipal historic preservation commission or another recognized entity. A rating of “5” should be given to an area where an historic site, structure or district is present; a lower rating should be given where an historic site or district is not accessible.

***Meandering Alignment:*** A scenic byway should enhance appreciation of the landscape without obstructing it. With each turn, at each crest, the view from the road changes. The design of a roadway may preclude opportunities to experience the scenic qualities of an area. For example, improvements that may enhance the scenic character of a byway may not be feasible from a design or cost standpoint for roads with high speed limits, narrow travel lanes, narrow shoulders, frequent curb cuts, crossings interfering with scenic views, extensive cuts and fills, and long culverts. Unpaved roads may be included in the scenic byway, provided they are established as an alternate route to a paved roadway to improve access to scenic features within the scenic corridor. A rating of “5” should be given to a segment in which the road substantially enhances scenic views through its layout and through the materials of its construction; a lower rating should be given to segments with meanders that are too severe or extensive to provide safe opportunities to appreciate scenic views.

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***Intersecting Roadways:*** Intersecting roadways should receive a positive rating where the intersections are aesthetically pleasing in design and materials, safe, well marked and provide access between the scenic byway and sites of interest for recreation and tourism within the scenic corridor. A negative rating should be given to portions of the scenic byway where there is a high frequency of intersecting roadways or where intersections are of such a traffic volume or design that the experience of travel along the scenic byway is a hazard to public safety and creates a feeling of anxiety for the driver.

***Traffic Volume:*** The enjoyment of a scenic byway is compromised by safety concerns and noise resulting from high traffic volumes. A rating of “5” should be given to areas where efforts are made to provide visual, pedestrian or vehicular access to scenic features separated from the primary flow of traffic; a lower rating should be given to areas where a wide variety of travel modes may coexist safely; a rating of “-5” should be given to areas of high traffic volume where safety and design concerns place these modes in conflict and where no accommodation to scenic values is provided.

The scenic byway should provide variety and a leisurely experience. Where a road with high traffic volume provides the primary or exclusive access to a scenic feature (such as the Delaware Water Gap), overlooks, parking areas and pedestrian access points should provide opportunities to leave the vicinity of the roadway.

The roadway should have paving, safety features and right-of-way suitable for the types and volumes of vehicles (tour buses, recreational vehicles and trailers, passenger cars and vans, off-road vehicles, motorcycles, bicycles, maintenance and emergency vehicles) trips, and pedestrian access intended to use the byway.

***Railroads:*** New Jersey, with its long history of industry and trade and with its location as a transportation corridor and hub, has an extensive system of passenger and freight railroads. Several railroads are currently operated as tourist excursion railroads. Ratings should balance the positive factors of history, culture and opportunities for alternative travel modes against the noise and access limitations in portions of the corridor where public access to rail lines can be safely provided.

***Utility Lines:*** The presence of high tension power lines, transformer substations, above ground pipelines and similar utility installations may be incompatible with natural, historic, architectural, or other scenic qualities that otherwise would characterize the landscape. Traditionally, utility lines have been located where they are most easily installed and maintained to provide the most direct service to substations and consumers. As a result, these lines often cross the field of view and intrude on the scenic qualities of the byway. With the increase in importance of scenic byways, lines in some areas may be readily relocated by utility companies to remove these intrusions. A rating of “5” should be given to areas in which utility lines are placed underground or are otherwise not apparent. A rating of “-5” should be given to areas where intrusions of overhead utility lines are substantial and dominate the field of view, such as may be experienced when



## Appendix 4 : Physical Survey Methods and Survey Forms

frequent connections cross the roadway, although a higher rating may be given where utility lines present a less severe or readily remedied obstruction.

***Towers:*** The presence of structures such as fire towers, monuments, and antenna arrays may be more noticeable in some landscapes and contexts than in others. A rating of “5” should be given to areas where a tower enhances and is compatible with the natural, historic, architectural, or other scenic qualities that otherwise would characterize the landscape; a rating of “-5” should be given to areas where a tower is obtrusive and incompatible with the landscape, or where the presence of the tower constitutes a threat to the health and safety of people traveling along the scenic byway.

***Walls or Fences:*** In agricultural areas, property lines were traditionally marked with barriers made of natural materials. These elements remain attractive carried forward into other rural and suburban settings. In urban areas, low stone walls and wooden fences often provide clues to an area's rural past. Taller stone walls and stockade fences that obstruct views in urban areas replace, and sometimes improve upon, these views with natural materials. In contrast, fences and walls in ill repair also contribute toward a sense of neglect, a lack of prosperity and a concern for public safety. Dilapidated fences and walls may also encourage trespassing by users of the byway, with improper parking, personal injury, and property damage adding to safety concerns. A rating of “5” should be given to an area where walls or fences are prominent and attractive; a neutral rating (-1 to 1) should be given to areas where these features are not present or are not significantly visible; and a rating of “-5” should be given to areas where dilapidated fences and walls create public safety concerns.

***Docks, Piers or Marinas:*** These structures create points of visual and cultural interest along the shore lines of lakes, rivers, bays and harbors. A rating of “5” should be given to areas where docks, piers or marinas are well designed and maintained and enhance the historic, architectural, or other scenic qualities of the shore line; a rating of “-5” should be given to areas where these structures are obtrusive and incompatible with the landscape, or where existing or potential public access to these structures may pose a safety hazard.

***Bridges or Roadway Structures:*** Roadway structures are not inherently adverse to the landscape, and can receive a positive rating where they take the most direct crossing, are made from (or faced with) materials compatible with the landscape, and have approaches that enhance the surrounding form of the land (for example, by following the slope). In a natural setting, roadways constructed without raised curbs and drained by grassed shoulders and dug swales should receive a positive rating. A rating of “5” should be given to areas where roadway structures are compatible with the surrounding viewscape and terrain; a lower rating should be given where these structures do not enhance or are less visible, less accessible, and less intrusive to the scenic character of the road; a rating of “-5” should be given to areas where roadway structures intrude on the view and create public safety concerns.

***Parking Lots:*** Parking lots and structures should receive a positive rating where they provide convenient access to recreational and tourist



## Appendix 4 : Physical Survey Methods and Survey Forms

facilities and points of interest, and are designed to be compatible with or screened from the landscape. These facilities should receive a negative rating where they are inconvenient or are designed and constructed in a such a way as to be intrusive to or otherwise incompatible with the scenic qualities of the area.

***Landfills or Quarries:*** Industrial and resource extraction activities such as mining, waste disposal and recycling operations along the scenic byway may offer focal points of architectural and cultural interest. In other circumstances, these activities may intrude upon other scenic features through the display of debris and the production of smoke, dust, noise, and heavy truck traffic. A rating of “5” should be given to areas where these activities take place in a manner that is compatible with the scenic features of the area; a lower rating should be given where these activities block, intrude upon, or draw attention away from other scenic features; a rating of “-5” should be given to sites which conflict with other scenic features.

***Billboards or Signage:*** Outdoor advertising may block or divert attention from other features in the scenic corridor. Other intrusions may occur through bright or flashing lights or loud sounds. Signs along the scenic byway are necessary, however, and must be reasonably conspicuous to orient travelers along the byway and to make known points of interest and commercial and service establishments in the area. A rating of “-5” should be given to areas where structures and signs are obtrusive and conflict with scenic views; a higher rating may be given to areas where structures are less obtrusive, and in which signs are grouped together, are limited in size, are not artificially lit, are compatible with the character of the area, and do not intrude on views; a rating of “5” should be given to areas where signs are attractive, informative, and are kept to a minimum.

***Junk, Graffiti or Litter:*** The presence of bottles, cans, packaging materials, and other litter along the roadside or at the site of roadside establishments distracts from the enjoyment of scenic features in the area. The motion of litter distracts a driver, and accumulations of litter convey a sense of neglect and a lack of concern for public safety. A rating of “-5” should be given to areas where litter is a chronic and extensive problem.

### ***III.     Landscape Composition and Effects***

***Panoramic Views - Natural or Skyline:*** The word “panorama” describes an unlimited view in all directions. Panoramic views may be created by natural terrain or by built structures, as indicated by the following examples:

A panoramic valley view is a view experienced from a mountain top or ridge in which a valley occupies virtually the full field of vision from side to side, front to back. The presence of development in the valley is not necessarily a negative factor, unless it obstructs the view. A “prospect” view, such as that enjoyed from an outlook, is similar in quality, but more limited in its breadth by rock, structures or

## Appendix 4 : Physical Survey Methods and Survey Forms

vegetation. True panoramic views are rare. A rating of “5” should be given to panoramic view of valleys, as well as to broad prospect views. A lower rating should be given to views of valleys that are more limited or obstructed.

A panoramic mountain view may be experienced within a valley located between ridges. Several lines of ridges may be visible. The view of a single mountain or ridge is not considered a panoramic mountain view. A rating of “5” should be given to truly panoramic views of mountains and hills; a lower rating should be given where views of mountains do not exist, or are more limited (but still predominant) or obstructed.

Seascapes frequently offer panoramic views, especially from the vantage point of palisades, dunes and bridges. Lake shore drives and causeways may provide views of similar breadth. A rating of “5” should be given to areas where panoramic or prospect views are provided.

Plains and plateaus can provide panoramic views from horizon to horizon, particularly where the road is elevated above the height of surrounding vegetation (grasslands and forests). In these circumstances, a rating of “5” should be given.

Expansive views of developed areas are significant. A road that passes through a city plaza, a town square, or a main street, or a road or bridge that reveals a city skyline yields impressive panoramas and prospects. Views including landscapes, parks, structures and other features representing the work of a notable designer or architect should be noted. A rating of “5” should be given to panoramic views and broad prospects of built areas; a lower rating should be given where desirable views are more limited or obstructed.

***Natural and Built Focal Points:*** The attention of travelers along the scenic byway may be drawn by a natural feature such as a rock ledge, a stream, or a valley, or by a built feature such as an arch, columns, hedgerows, or other “gateways,” or by a sharply contrasting element such as a steeple, dome, city skyline, monument, village green or unusual building. This element is not a rating of the feature itself as much as it is a rating of the feature as framed within a narrow field of vision created by its context. It measures the “landmark” quality of the feature. A rating of “5” should be given to areas where such landmarks are prominent; a lower rating should be given where such features are less prominent.

***Seasonal Effects:*** The scenic qualities of many areas change markedly with the seasons. Features are revealed or obscured by leaves or snow, colors change with the blooming of flowers and trees and with the onset of autumn. A rating of “5” may be given to areas that are particularly scenic during part of the year, or which display intense seasonal differences; a lower rating should be given to areas that have less of a variation in scenic qualities throughout the year.

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### ***IV. Other (Optional Features)***

Other unusual, exceptional or distinctive scenic, recreational, historical, educational, scientific, geological, natural, wildlife cultural or ethnic features are likely to be visible, potentially visible, or readily accessible from the roadway. The form for the physical survey is not intended to preclude raters from including significant features that are not readily classified within the categories identified on the form. Raters are encouraged to substitute ratings for alternative features in place of features that are not present in an area. This section provides several examples of features that may be included at the discretion and option of the rating team.

***Erosion:*** This optional landform feature should be noted for areas experiencing significant erosion from wind and water which may disrupt patterns and scenic qualities of the landscape and which, if near the roadway or other public access, may pose a hazard to public safety. A rating of “-5” should be given to areas where wind and water erosion are visible from or otherwise affect the roadway and which are accessible to the public; a higher rating may be given to areas where erosion is less significant or obtrusive.

***Field or Forest Edge:*** The human eye is drawn by textures and boundaries between one pattern and another. Patterns formed by abrupt changes in vegetation are therefore of visual interest. Visual interest is compounded by the effects of topography, color and shadows. These edge areas also tend to be rich in wildlife, as they serve a variety of habitat needs. A rating of “5” should be given to where the edge of a field or forest is well defined and unobstructed; a rating of “1” should be given to where such edges are not readily visible.

***Exceptional Wildlife:*** Places from which wildlife may be readily observed may be located along, or may be accessible from, the byway. Areas near the forest edge or water's edge are often places where a wide variety of wildlife can be seen. Bird habitats, beaver ponds, and deer populations draw significant interest. A rating of “5” should be given to areas where abundant wildlife is visible or potentially visible from the roadway, or where exceptional places to view wildlife are readily accessible from the roadway; a lower rating should be given where such features do not exist or are not readily accessible.

***Dilapidated Structures:*** Structures that are in ill repair or devastated by fire or other natural disaster convey a sense of neglect and a concern for public safety. In certain rural settings, however, a dilapidated outbuilding visible in the distance may contribute to a “rustic” character. A rating of “5” should be given to areas where such structures contribute to a “rustic” setting where public access is limited and safe; a rating of “-5” should be given to areas where dilapidated structures intrude on the view and create public safety concerns; a neutral rating (“-1” to “1”) may be given where these structures exist but are less visible, less accessible, and less intrusive to the character of the area.

## Appendix 4 : Physical Survey Methods and Survey Forms

***Educational or Scientific Interest:*** Sites along the scenic byway may contain unusual, exceptional or distinctive opportunities for scientific research or for field education. This is likely to occur in a state such as New Jersey, which is rich in archaeological, anthropological, and geologic history. Professional or academic expertise may be necessary to ensure that such features are recognized. A rating of “5” should be given to areas where sites of educational or scientific interest are visible, potentially visible, or readily or potentially accessible from the roadway.

***Distinctive Culture:*** In addition to historic sites, many places exhibit living examples of distinctive cultures. These distinctions may only be evident during certain parts of the year, such as at community festivals or rituals. Other distinctions may be evident throughout the year in the architecture, decoration, or public establishments in an area. A rating of “5” should be given to areas where the scenic byway provides visual, pedestrian or vehicular access to areas of distinctive culture; a lower rating should be given where these areas are not readily accessible.

***Ephemeral Effects:*** This optional feature is based on the observation that some areas are particularly scenic with the rhythms of the day or with changes in the weather. Scenic byways may include places to watch the sun rise or set, a place away from city lights to see the stars, or a place to see the mists obscure a railroad bridge. A rating of “5” may be given to areas where the opportunity to witness these ephemeral effects in their full splendor exists; a lower rating should be given to areas where these opportunities are limited.



Physical Survey Rating Sheet: Segment 1 – Trenton Skyline

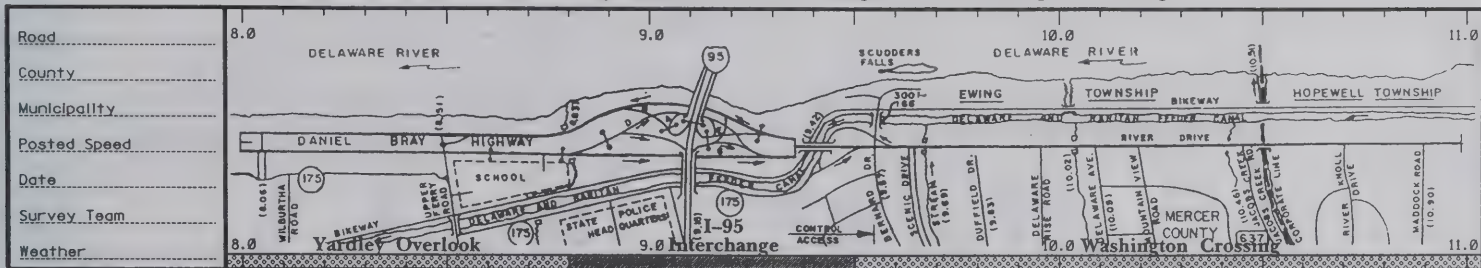
[illegible]

## Physical Survey Rating Sheet: Segments 2 – Stacy Park, 3 – Boulevard &amp; 4 – Yardley Overlook

Road.....  
 County.....  
 Municipality.....  
 Posted Speed.....  
 Date.....  
 Survey Team.....  
 Weather.....

	Visual Significance		Visual Significance		Visual Significance		Visual Significance		Visual Significance		Visual Significance	
	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5
<b>Landform</b>												
Mountains												
Cliffs												
Hills												
Rolling Terrain												
Flat Terrain												
Valleys												
Beaches												
<b>Land Cover - Water</b>												
Ocean												
Bays												
Rivers, Streams & Canals												
Waterfalls												
Lakes & Ponds												
Wetlands												
<b>Land Cover - Vegetation</b>												
Woodlands												
Meadow or Pasture												
Croplands												
Street Trees												
Lawns												
<b>Land Cover - Man-made</b>												
Industrial or Commercial Structures												
Institutional Structures												
Agricultural Structures												
Residential Structures												
Parks, Cemeteries or Golf Courses												
Historic Features												
Meandering Alignment												
Intersecting Roadways												
Traffic Volume												
Railroads												
Utility Lines												
Towers												
Walls or Fences												
Docks, Piers or Marinas												
Bridges or Roadway Structures												
Parking Lots												
Landfills or Quarries												
Billboards or Signage												
Junk, Graffiti or Litter												
<b>Landscape Composition/Effects</b>												
Panoramic Views-Natural or Skyline												
Focal Point- Natural & Manmade												
Seasonal Effects												
<b>Total</b>	-2		33				-7		4			

# Physical Survey Rating Sheet: Segments 5 - I-95 Interchange & 6 - Washington Crossing



	Visual Significance			Visual Significance			Visual Significance			Visual Significance			Visual Significance			Visual Significance		
	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5
Landform																		
Mountains																		
Cliffs																		
Hills																		
Rolling Terrain																		
Flat Terrain																		
Valleys																		
Beaches																		
Land Cover - Water																		
Ocean																		
Bays																		
Rivers, Streams & Canals																		
Waterfalls																		
Lakes & Ponds																		
Wetlands																		
Land Cover - Vegetation																		
Woodlands																		
Meadow or Pasture																		
Croplands																		
Street Trees																		
Lawns																		
Land Cover - Man-made																		
Industrial or Commercial Structures																		
Institutional Structures																		
Agricultural Structures																		
Residential Structures																		
Parks, Cemeteries or Golf Courses																		
Historic Features																		
Weandering Alignment																		
Intersecting Roadways																		
Traffic Volume																		
Railroads																		
Utility Lines																		
Towers																		
Walls or Fences																		
Docks, Piers or Marinas																		
Bridges or Roadway Structures																		
Parking Lots																		
Landfills or Quarries																		
Billboards or Signage																		
Junk, Graffiti or Litter																		
Landscape Composition/Effects																		
Panoramic Views-Natural or Skyline																		
Focal Point- Natural & Manmade																		
Seasonal Effects																		
Total																		

-3 11

-3 46



# Physical Survey Rating Sheet: Segment 7 - Titusville

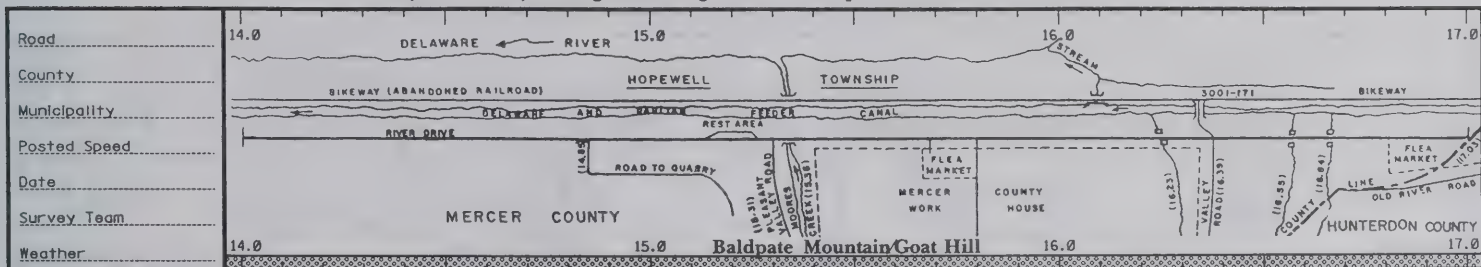
Road.....  
 County.....  
 Municipality.....  
 Posted Speed.....  
 Date.....  
 Survey Team.....  
 Weather.....

11.0 DELAWARE RIVER  
 BIKEWAY HOPEWELL TOWNSHIP  
 DELAWARE RIVER  
 STATE PARK  
 REST AREA  
 WASHINGTON CROSSING STATE PARK  
 MERCER  
 Titusville 13.0  
 14.0 DELAWARE RIVER  
 RIVER ROAD  
 BIKEWAY  
 CANAL  
 3001-169  
 3001-170  
 CHURCH ROAD  
 BALDPALE MOUNTAIN  
 GOAT HILL

	Visual Significance	Visual Significance	Visual Significance	Visual Significance	Visual Significance	Visual Significance
	-5 0 +5	-5 0 +5	-5 0 +5	-5 0 +5	-5 0 +5	-5 0 +5
<b>Landform</b>						
Mountains						
Cliffs						
Hills						
Rolling Terrain						
Flat Terrain						
Valleys						
Beaches						
<b>Land Cover - Water</b>						
Ocean						
Bays						
Rivers, Streams & Canals						
Waterfalls						
Lakes & Ponds						
Wetlands						
<b>Land Cover - Vegetation</b>						
Woodlands						
Meadow or Pasture						
Croplands						
Street Trees						
<b>Land Cover - Man-made</b>						
Industrial or Commercial Structures						
Institutional Structures						
Agricultural Structures						
Residential Structures						
Parks, Cemeteries or Golf Courses						
Historic Features						
Meandering Alignment						
Intersecting Roadways						
Traffic Volume						
Railroads						
Utility Lines						
Towers						
Walls or Fences						
Docks, Piers or Marinas						
Bridges or Roadway Structures						
Parking Lots						
Landfills or Quarries						
Billboards or Signage						
Junk, Graffiti or Litter						
<b>Landsc. Composition/Effects</b>						
Panoramic Views-Natural or Skyline						
Focal Point- Natural & Manmade						
Seasonal Effects						
<b>Total</b>				-6 24		



# Physical Survey Rating Sheet: Segment 8 - Baldpate Mountain/Goat Hill



	Visual Significance			Visual Significance			Visual Significance			Visual Significance			Visual Significance			Visual Significance		
	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5
Landform																		
Mountains																		
Cliffs																		
Hills																		
Rolling Terrain																		
Flat Terrain																		
Valleys																		
Beaches																		
Land Cover - Water																		
Ocean																		
Bays																		
Rivers, Streams & Canals																		
Waterfalls																		
Lakes & Ponds																		
Wetlands																		
Land Cover - Vegetation																		
Woodlands																		
Meadow or Pasture																		
Croplands																		
Street Trees																		
Lawns																		
Land Cover - Man-made																		
Industrial or Commercial Structures																		
Institutional Structures																		
Agricultural Structures																		
Residential Structures																		
Parks, Cemeteries or Golf Courses																		
Historic Features																		
Meandering Alignment																		
Intersecting Roadways																		
Traffic Volume																		
Railroads																		
Utility Lines																		
Towers																		
Walls or Fences																		
Docks, Piers or Marinas																		
Bridges or Roadway Structures																		
Parking Lots																		
Landfills or Quarries																		
Billboards or Signage																		
Junk, Graffiti or Litter																		
Landscape Composition/Effects																		
Panoramic Views-Natural or Skyline																		
Focal Point- Natural & Manmade																		
Seasonal Effects																		
Total																		

-8 36

# Physical Survey Rating Sheet: Segments 9 - Lambertville & 10 - U.S. Route 202 Interchange

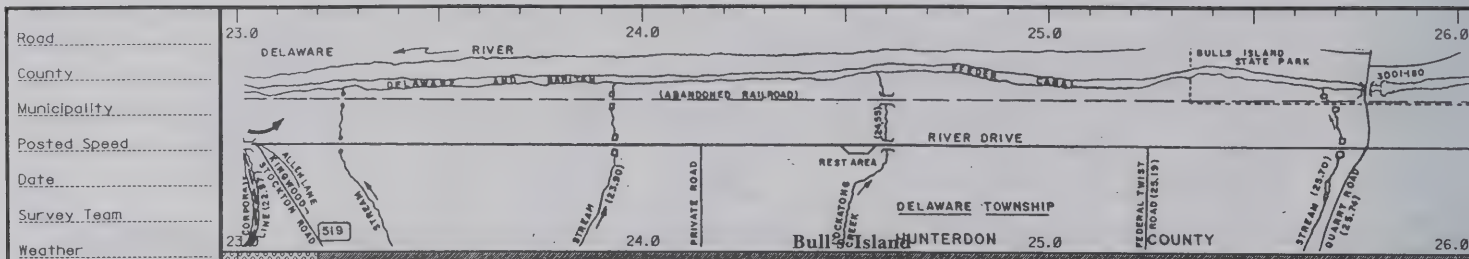
Road	17.0 DELAWARE RIVER 18.0 19.0 20.0					
County	COUNTY LEBANON					
Municipality	DELAWARE AND MARITAN FEEDER CANAL					
Posted Speed	3001-172 (ABANDONED RAILROAD) BIKEWAY					
Date	BLACK RIVER AND WESTERN RAILROAD					
Survey Team	FEEDER STREET WILSON STREET					
Weather	CORPORATE LINE					
	WEST AMWELL TOWNSHIP					
	HUNTERDON COUNTY					
	LAMBERTVILLE CITY					
	Baldpate Mountain Goat Hill					
	Lambertville 19.0					
	U.S. Route 202 Interchange 20.0					
Landform	Visual Significance	Visual Significance	Visual Significance	Visual Significance	Visual Significance	Visual Significance
Mountains	-5 0 +5	-5 0 +5	-5 0 +5	-5 0 +5	-5 0 +5	-5 0 +5
Cliffs						
Hills						
Rolling Terrain						
Flat Terrain						
Valleys						
Beaches						
Land Cover - Water						
Ocean						
Bays						
Rivers, Streams & Canals						
Waterfalls						
Lakes & Ponds						
Wetlands						
Land Cover - Vegetation						
Woodlands						
Meadow or Pasture						
Croplands						
Street Trees						
Lawns						
Land Cover - Man-made						
Industrial or Commercial Structures						
Institutional Structures						
Agricultural Structures						
Residential Structures						
Parks, Cemeteries or Golf Courses						
Historic Features						
Meandering Alignment						
Intersecting Roadways						
Traffic Volume						
Railroads						
Utility Lines						
Towers						
Walls or Fences						
Docks, Piers or Marinas						
Bridges or Roadway Structures						
Parking Lots						
Landfills or Quarries						
Billboards or Signage						
Junk, Graffiti or Litter						
Landscape Composition/Effects						
Panoramic Views-Natural or Skyline						
Focal Point- Natural & Manmade						
Seasonal Effects						
Total				-9 23		-9 10

Physical Survey Rating Sheet: Segments 11 – Canal North &amp; 12 – Stockton

Figure 1 is an aerial photograph of the Delaware River area, showing the river, surrounding land, and various landmarks. The image is divided into sections by a grid. The top section shows the river and surrounding land. The middle section shows the river and surrounding land. The bottom section shows the river and surrounding land. The image is labeled "Figure 1" and "Aerial photograph of the Delaware River area".



# Physical Survey Rating Sheet: Segment 13 - Bull's Island



	Visual Significance	Visual Significance	Visual Significance	Visual Significance	Visual Significance	Visual Significance
Road	23.0	24.0	25.0	26.0	26.0	26.0
County	DELAWARE	DELAWARE	DELAWARE	DELAWARE	DELAWARE	DELAWARE
Municipality	DELAWARE	DELAWARE	DELAWARE	DELAWARE	DELAWARE	DELAWARE
Posted Speed	519	519	519	519	519	519
Date						
Survey Team						
Weather						
Landform	-5 0 +5	-5 0 +5	-5 0 +5	-5 0 +5	-5 0 +5	-5 0 +5
Mountains						
Cliffs						
Hills						
Rolling Terrain						
Flat Terrain						
Valleys						
Beaches						
Land Cover - Water						
Ocean						
Bays						
Rivers, Streams & Canals						
Waterfalls						
Lakes & Ponds						
Wetlands						
Land Cover - Vegetation						
Woodlands						
Meadow or Pasture						
Croplands						
Street Trees						
Lawns						
Land Cover - Man-made						
Industrial or Commercial Structures						
Institutional Structures						
Agricultural Structures						
Residential Structures						
Parks, Cemeteries or Golf Courses						
Historic Features						
Meandering Alignment						
Intersecting Roadways						
Traffic Volume						
Railroads						
Utility Lines						
Towers						
Walls or Fences						
Docks, Piers or Marinas						
Bridges or Roadway Structures						
Parking Lots						
Landfills or Quarries						
Billboards or Signage						
Junk, Graffiti or Litter						
Landscape Composition/Effects						
Panoramic Views-Natural or Skyline						
Focal Point- Natural & Manmade						
Seasonal Effects						
Total				-1 59		

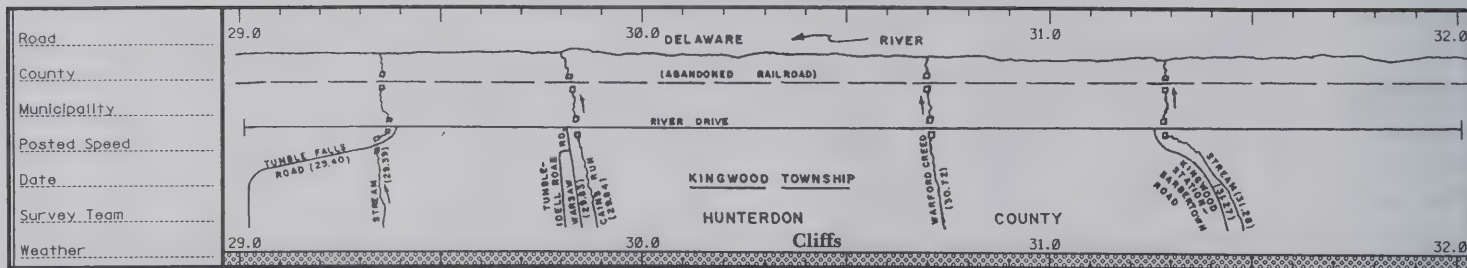


**Physical Survey Rating Sheet: Segment 14 – Cliffs**

Road	26.0	27.0	28.0	29.0
County				
Municipality				
Posted Speed				
Date				
Survey Team				
Weather				

Landform	Visual Significance			Visual Significance			Visual Significance			Visual Significance			Visual Significance		
	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5
Mountains															
Cliffs															
Hills															
Rolling Terrain															
Flat Terrain															
Valleys															
Beaches															
Land Cover - Water															
Ocean															
Bays															
Rivers, Streams & Canals															
Waterfalls															
Lakes & Ponds															
Wetlands															
Land Cover - Vegetation															
Woodlands															
Meadow or Pasture															
Croplands															
Street Trees															
Lawns															
Land Cover - Man-made															
Industrial or Commercial Structures															
Institutional Structures															
Agricultural Structures															
Residential Structures															
Parks, Cemeteries or Golf Courses															
Historic Features															
Meandering Alignment															
Intersecting Roadways															
Traffic Volume															
Railroads															
Utility Lines															
Towers															
Walls or Fences															
Docks, Piers or Marinas															
Bridges or Roadway Structures															
Parking Lots															
Landfills or Quarries															
Billboards or Signage															
Junk, Graffiti or Litter															
Landsc. Composition/Effects															
Panoramic Views-Natural or Skyline															
Focal Point- Natural & Manmade															
Seasonal Effects															
Total															

# Physical Survey Rating Sheet: Segment 14 - Cliffs



	Visual Significance			Visual Significance			Visual Significance			Visual Significance			Visual Significance			Visual Significance		
	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5
Landform																		
Mountains																		
Cliffs																		
Hills																		
Rolling Terrain																		
Flat Terrain																		
Valleys																		
Beaches																		
Land Cover - Water																		
Ocean																		
Bays																		
Rivers, Streams & Canals																		
Waterfalls																		
Lakes & Ponds																		
Wetlands																		
Land Cover - Vegetation																		
Woodlands																		
Meadow or Pasture																		
Croplands																		
Street Trees																		
Lawns																		
Land Cover - Man-made																		
Industrial or Commercial Structures																		
Institutional Structures																		
Agricultural Structures																		
Residential Structures																		
Parks, Cemeteries or Golf Courses																		
Historic Features																		
Meandering Alignment																		
Intersecting Roadways																		
Traffic Volume																		
Railroads																		
Utility Lines																		
Towers																		
Walls or Fences																		
Docks, Piers or Marinas																		
Bridges or Roadway Structures																		
Parking Lots																		
Landfills or Quarries																		
Billboards or Signage																		
Junk, Graffiti or Litter																		
Landscape Composition/Effects																		
Panoramic Views-Natural or Skyline																		
Focal Point-Natural & Manmade																		
Seasonal Effects																		
Total																		

-1 48

# Physical Survey Rating Sheet: Segment 15 - Frenchtown Border

Road: 32.0 DELAWARE RIVER 34.0  
 County: (ABANDONED RAILROAD)  
 Municipality: KINGWOOD TOWNSHIP  
 Posted Speed: 32.0 33.0 34.0  
 Date: HUNTERDON COUNTY Frenchtown Border  
 Survey Team: Cliffs  
 Weather:

	Visual Significance			Visual Significance			Visual Significance			Visual Significance			Visual Significance			Visual Significance		
	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5	-5	0	+5
Landform																		
Mountains																		
Cliffs																		
Hills																		
Rolling Terrain																		
Flat Terrain																		
Valleys																		
Beaches																		
Land Cover - Water																		
Ocean																		
Bays																		
Rivers, Streams & Canals																		
Waterfalls																		
Lakes & Ponds																		
Wetlands																		
Land Cover - Vegetation																		
Woodlands																		
Meadow or Pasture																		
Croplands																		
Street Trees																		
Lawns																		
Land Cover - Man-made																		
Industrial or Commercial Structures																		
Institutional Structures																		
Agricultural Structures																		
Residential Structures																		
Parks, Cemeteries or Golf Courses																		
Historic Features																		
Meandering Alignment																		
Intersecting Roadways																		
Traffic Volume																		
Railroads																		
Utility Lines																		
Towers																		
Walls or Fences																		
Docks, Piers or Marinas																		
Bridges or Roadway Structures																		
Parking Lots																		
Landfills or Quarries																		
Billboards or Signage																		
Junk, Graffiti or Litter																		
Landscape Composition/Effects																		
Panoramic Views-Natural or Skyline																		
Focal Point- Natural & Manmade																		
Seasonal Effects																		
Total																		

-9 13





*APPENDIX 5*

*VISUAL SURVEY - METHODOLOGY*

*and*

*ROUTE 29 SURVEY FORMS*

## Appendix 5 : Visual Survey Methods and Rte. 29 Survey Forms

The visual survey is based on the premise that the overall pattern and availability of landscapes, historic features and recreation resources within the scenic byway are equally important as the road itself or any individual physical feature or set of features. Scenic natural or cultural features (such as agricultural lands, marshes, shorelines, and forests) exist most attractively in combinations that are coherent and harmonious. The visual survey complements the physical survey by ensuring that the landscape has an exceptional compositional merit, so that the route provides opportunities for an outstanding travel experience. The survey forms for Route 29 appear at the end of this Appendix.

The visual survey was performed using the same team of raters as used for the physical survey, and was performed simultaneously with the physical survey. Raters were members of the Scenic Corridor Committee, and were trained in landscape architecture, and environmental planning. Visual criteria are applied, in a manner similar to the physical survey, to a checklist in which visual elements, both positive and negative, were rated for each segment, in both northbound and southbound directions, on a scale of one (least) to five (highest) to indicate the quality of the visual experience.

As a result of the case study, a number of features were added, consolidated, reserved or removed from the analysis. The features identified in the amended rating sheets, as well as a number of additional, optional features which may be added to rating sheets are described below.

The visual survey was initially based on the methods and elements described in the July 1993 edition of the New Jersey Scenic Byways Program report, which was in turn based in part on a pilot study prepared for the New Jersey Department of Environmental Protection, Green Acres Program in 1991. To define the overall experience of traveling in the scenic byway, three visual elements were rated:

- (1) **Unity:** Visual unity refers to the composition of the landscape considered as a whole. This criterion can reflect the careful design of individual components of a landscape as they relate to one another.
- (2) **Intactness:** Visual intactness refers to the integrity of the landscape, either natural or built, and the relative degree of compatibility between landscape elements. For example, compatible architectural styles, site planning and layout can enhance the intactness of an historic district.
- (3) **Vividness:** Visual vividness applies to the distinctive quality and “memorability” of a landscape in comparison to other features in the region. Niagara Falls, river gorges and canyons, and the Manhattan skyline are examples of natural and built landscapes with high visual vividness.

The quality of vividness was referred to as “uniqueness” in the July 1993 New Jersey Scenic Byways Program. Other characteristics that

## Appendix 5 : Visual Survey Methods and Rte. 29 Survey Forms

were to be considered in a visual survey according to the earlier Scenic Byways Program are:

- (4) **Diversity:** Visual diversity refers to scenic corridors that contain a variety of landscapes represented by changing terrain, vegetation, type of landscape, structures, or land use activity, as well as by a variety of short and long views — vistas, prospects and panoramas.
- (5) **Linkage:** Visual linkage refers to the continuity of the travel experience in an area with prior and subsequent segments of the scenic byway as it connects recreational, historical, industrial, and agricultural areas of tourist interest, and as it provides access to significant scenic points, parks and historic areas from major highways, population centers, and other points of entry.

Applying these latter measures in the visual survey for the Route 29 case study proved to be difficult in practice, as both diversity and linkage tended to be factors that expressed themselves over a series of byway segments rather than within an individual segment for which ratings were being compiled. The consensus of the Steering Committee was that these factors would be better applied as evaluation criteria for the management strategy (i.e., “To what extent would the management strategy enhance diversity and linkage throughout the scenic corridor?”) than for the data gathering, survey phase.

Members of the rating team completed the rating sheets as a group, comparing their observations to reconcile any wide differences in ratings for any element in preparing a single rating sheet.

**Visual Survey Rating Sheet: Segment 1 – Trenton Skyline**

Average

[illegible]

## Unity

Figure 1 displays a sequence of 28 small bar charts, each representing a snapshot of a system's state at a specific time step. Each chart consists of 5 vertical bars. The first 26 charts show a steady increase in the height of the bars from left to right, with the rightmost bar reaching a height of 5. The 27th chart shows a change in the pattern, with the rightmost bar reaching a height of 6. The 28th chart shows a further change, with the rightmost bar reaching a height of 7.

Intactness

### Vividness

Country	18-24	25-34	35-44	45-54	55-64	65-74	75+
USA	10	15	20	25	30	35	40
Canada	8	12	18	22	28	32	38
UK	7	11	16	21	26	31	36
France	6	10	15	20	25	30	35
Germany	5	9	14	19	24	29	34
Italy	4	8	13	18	23	28	33
Spain	3	7	12	17	22	27	32
Portugal	2	6	11	16	21	26	31
Greece	1	5	10	15	20	25	30
Turkey	1	4	9	14	19	24	29
Russia	1	3	8	13	18	23	28
China	1	2	7	12	17	22	27
India	1	2	6	11	16	21	26
Brazil	1	2	5	10	15	20	25
Japan	1	2	4	9	14	19	24

[illegible]

## Unity

[illegible]

Intactness

Figure 1 shows a sequence of 28 small diagrams, each representing a 5x5 grid. The top row of each grid is numbered 1 to 5 from left to right. The bottom row is numbered 1 to 5 from left to right. The diagrams illustrate the evolution of a pattern starting from the bottom-left cell (row 5, column 1) and moving upwards and to the right. The pattern consists of a single cell in the bottom row, which moves up one row in each step, and then moves right one column in each step. The sequence shows the pattern moving from (5,1) to (1,5) and then continuing to move right in the top row.

### Vividness

Average

[illegible]



**Visual Survey Rating Sheet: Segments 2 – Stacy Park, 3 – Boulevard & 4 – Yardley Overlook**

Average    □ □ □ 2 □ □ □ □ □ □ □ 1.3 □ □ □ □ □ □ □ □ □ □ □ □ □ 1.3

Figure 1 displays a 3x20 grid of bar charts. The rows are labeled 'Unity', 'Intactness', and 'Vividness'. The columns are numbered 1 to 20. Each bar chart has a y-axis from 1 to 5. The bars are numbered 1 to 20. The distribution of responses varies across the conditions, with some conditions showing higher values for certain variables.

[illegible]

Unity

Intactness

Vividness

Average

## Visual Survey Rating Sheet: Segments 5 – I-95 Interchange &amp; 6 – Washington Crossing

[illegible]

Figure 1 displays 30 bar charts, each representing a participant's scores across five dimensions: Unity, Intactness, Vividness, and two unlabeled dimensions (likely related to the study's focus on social and emotional factors). Each chart has a vertical axis with five categories (1, 2, 3, 4, 5) and a horizontal axis with five bars (A, B, C, D, E). The bars are color-coded: A (blue), B (orange), C (green), D (red), and E (purple). The scores for each bar are indicated by the height of the bar relative to the vertical axis. For example, in the first chart, bar A is at 4, B is at 3, C is at 2, D is at 1, and E is at 5. The scores vary across the 30 charts, reflecting individual differences in perception.

[illegible]

Unity  
 Intactness  
 Vividness

[illegible]

**Visual Survey Rating Sheet: Segment 7 – Titusville**[illegible]

Figure 1 displays a 4x20 grid of bar charts. The rows are labeled 'Unity', 'Intactness', 'Vividness', and an unlabeled row. The columns are numbered 1 to 20. Each bar chart has a y-axis from 1 to 5. The distribution of responses varies across categories, with some categories showing higher frequencies of higher ratings (e.g., 4 and 5) and others showing higher frequencies of lower ratings (e.g., 1 and 2).

Map of Washington Crossing area, showing the Delaware River, Hopewell Township, and the Washington Crossing State Park. The map includes a scale bar from 11.0 to 14.0 miles, a legend for Road, County, Municipality, Posted Speed, Date, Survey Team, and Weather, and a list of streets including Delaware Ave, Patterson Avenue, Lafayette Avenue, Wilford Ave, Colchess Lane, Washington State Park, Grant Street, 500-167, 500-168, 500-169, 500-170, Church Road, and Baldpate Mountain Road. The map also shows the location of the Washington Crossing State Park, the Washington Crossing State Park, and the Washington Crossing State Park.

[illegible][illegible]

**Visual Survey Rating Sheet: Segment 8 – Baldpate Mountain/Goat Hill**[illegible]

Figure 1 displays 30 bar charts, each representing a different participant's responses across five categories: Unity, Intactness, Vividness, and two unlabeled categories. Each chart has five bars, one for each category. The y-axis for each bar is labeled with values 1, 2, 3, 4, and 5. The bars are filled with a pattern of dots, indicating the response level for each category. The charts are arranged in a grid, with 10 charts per row and 3 rows. The first row is labeled 'Unity', the second 'Intactness', and the third 'Vividness'. The unlabeled categories are represented by the remaining two bars in each chart.

The map shows the Delaware River flowing through Hopewell Township, Mercer County. Key features include the Delaware River, Hopewell Township, Mercer County, and various landmarks such as the Flea Market, County House, and Old River Road. A scale bar at the top indicates distances from 14.0 to 17.0 miles. A legend on the left side identifies symbols for Road, County, Municipality, Posted Speed, Date, Survey Team, and Weather.

Legend	Map Features
Road	Delaware River, Delaware and Maryland Canal, River Drive, Road to Quarry, Old River Road
County	Delaware, Maryland, New Jersey
Municipality	Hopewell Township
Posted Speed	3001-171
Date	1983
Survey Team	1983-11, 1984-11, 1984-12, 1985-1, 1985-2, 1985-3, 1985-4, 1985-5, 1985-6, 1985-7, 1985-8, 1985-9, 1985-10, 1985-11, 1985-12, 1986-1, 1986-2, 1986-3, 1986-4, 1986-5, 1986-6, 1986-7, 1986-8, 1986-9, 1986-10, 1986-11, 1986-12, 1987-1, 1987-2, 1987-3, 1987-4, 1987-5, 1987-6, 1987-7, 1987-8, 1987-9, 1987-10, 1987-11, 1987-12, 1988-1, 1988-2, 1988-3, 1988-4, 1988-5, 1988-6, 1988-7, 1988-8, 1988-9, 1988-10, 1988-11, 1988-12, 1989-1, 1989-2, 1989-3, 1989-4, 1989-5, 1989-6, 1989-7, 1989-8, 1989-9, 1989-10, 1989-11, 1989-12, 1990-1, 1990-2, 1990-3, 1990-4, 1990-5, 1990-6, 1990-7, 1990-8, 1990-9, 1990-10, 1990-11, 1990-12, 1991-1, 1991-2, 1991-3, 1991-4, 1991-5, 1991-6, 1991-7, 1991-8, 1991-9, 1991-10, 1991-11, 1991-12, 1992-1, 1992-2, 1992-3, 1992-4, 1992-5, 1992-6, 1992-7, 1992-8, 1992-9, 1992-10, 1992-11, 1992-12, 1993-1, 1993-2, 1993-3, 1993-4, 1993-5, 1993-6, 1993-7, 1993-8, 1993-9, 1993-10, 1993-11, 1993-12, 1994-1, 1994-2, 1994-3, 1994-4, 1994-5, 1994-6, 1994-7, 1994-8, 1994-9, 1994-10, 1994-11, 1994-12, 1995-1, 1995-2, 1995-3, 1995-4, 1995-5, 1995-6, 1995-7, 1995-8, 1995-9, 1995-10, 1995-11, 1995-12, 1996-1, 1996-2, 1996-3, 1996-4, 1996-5, 1996-6, 1996-7, 1996-8, 1996-9, 1996-10, 1996-11, 1996-12, 1997-1, 1997-2, 1997-3, 1997-4, 1997-5, 1997-6, 1997-7, 1997-8, 1997-9, 1997-10, 1997-11, 1997-12, 1998-1, 1998-2, 1998-3, 1998-4, 1998-5, 1998-6, 1998-7, 1998-8, 1998-9, 1998-10, 1998-11, 1998-12, 1999-1, 1999-2, 1999-3, 1999-4, 1999-5, 1999-6, 1999-7, 1999-8, 1999-9, 1999-10, 1999-11, 1999-12, 2000-1, 2000-2, 2000-3, 2000-4, 2000-5, 2000-6, 2000-7, 2000-8, 2000-9, 2000-10, 2000-11, 2000-12, 2001-1, 2001-2, 2001-3, 2001-4, 2001-5, 2001-6, 2001-7, 2001-8, 2001-9, 2001-10, 2001-11, 2001-12, 2002-1, 2002-2, 2002-3, 2002-4, 2002-5, 2002-6, 2002-7, 2002-8, 2002-9, 2002-10, 2002-11, 2002-12, 2003-1, 2003-2, 2003-3, 2003-4, 2003-5, 2003-6, 2003-7, 2003-8, 2003-9, 2003-10, 2003-11, 2003-12, 2004-1, 2004-2, 2004-3, 2004-4, 2004-5, 2004-6, 2004-7, 2004-8, 2004-9, 2004-10, 2004-11, 2004-12, 2005-1, 2005-2, 2005-3, 2005-4, 2005-5, 2005-6, 2005-7, 2005-8, 2005-9, 2005-10, 2005-11, 2005-12, 2006-1, 2006-2, 2006-3, 2006-4, 2006-5, 2006-6, 2006-7, 2006-8, 2006-9, 2006-10, 2006-11, 2006-12, 2007-1, 2007-2, 2007-3, 2007-4, 2007-5, 2007-6, 2007-7, 2007-8, 2007-9, 2007-10, 2007-11, 2007-12, 2008-1, 2008-2, 2008-3, 2008-4, 2008-5, 2008-6, 2008-7, 2008-8, 2008-9, 2008-10, 2008-11, 2008-12, 2009-1, 2009-2, 2009-3, 2009-4, 2009-5, 2009-6, 2009-7, 2009-8, 2009-9, 2009-10, 2009-11, 2009-12, 2010-1, 2010-2, 2010-3, 2010-4, 2010-5, 2010-6, 2010-7, 2010-8, 2010-9, 2010-10, 2010-11, 2010-12, 2011-1, 2011-2, 2011-3, 2011-4, 2011-5, 2011-6, 2011-7, 2011-8, 2011-9, 2011-10, 2011-11, 2011-12, 2012-1, 2012-2, 2012-3, 2012-4, 2012-5, 2012-6, 2012-7, 2012-8, 2012-9, 2012-10, 2012-11, 2012-12, 2013-1, 2013-2, 2013-3, 2013-4, 2013-5, 2013-6, 2013-7, 2013-8, 2013-9, 2013-10, 2013-11, 2013-12, 2014-1, 2014-2, 2014-3, 2014-4, 2014-5, 2014-6, 2014-7, 2014-8, 2014-9, 2014-10, 2014-11, 2014-12, 2015-1, 2015-2, 2015-3, 2015-4, 2015-5, 2015-6, 2015-7, 2015-8, 2015-9, 2015-10, 2015-11, 2015-12, 2016-1, 2016-2, 2016-3, 2016-4, 2016-5, 2016-6, 2016-7, 2016-8, 2016-9, 2016-10, 2016-11, 2016-12, 2017-1, 2017-2, 2017-3, 2017-4, 2017-5, 2017-6, 2017-7, 2017-8, 2017-9, 2017-10, 2017-11, 2017-12, 2018-1, 2018-2, 2018-3, 2018-4, 2018-5, 2018-6, 2018-7, 2018-8, 2018-9, 2018-10, 2018-11, 2018-12, 2019-1, 2019-2, 2019-3, 2019-4, 2019-5, 2019-6, 2019-7, 2019-8, 2019-9, 2019-10, 2019-11, 2019-12, 2020-1, 2020-2, 2020-3, 2020-4, 2020-5, 2020-6, 2020-7, 2020-8, 2020-9, 2020-10, 2020-11, 2020-12, 2021-1, 2021-2, 2021-3, 2021-4, 2021-5, 2021-6, 2021-7, 2021-8, 2021-9, 2021-10, 2021-11, 2021-

Figure 1 displays 30 bar charts, each representing a participant's scores across five dimensions: Unity, Intactness, Vividness, and two unlabeled dimensions (likely related to the study's focus on social connection and perception). Each chart has a vertical axis labeled 1 through 5. The bars are color-coded: blue for Unity, green for Intactness, red for Vividness, and yellow for the unlabeled dimensions. The scores vary across participants, with some showing high scores across all dimensions and others showing more varied patterns.

Average 



## Visual Survey Rating Sheet: Segments 9 - Lambertville &amp; 10 - U.S. Route 202 Interchange

Average

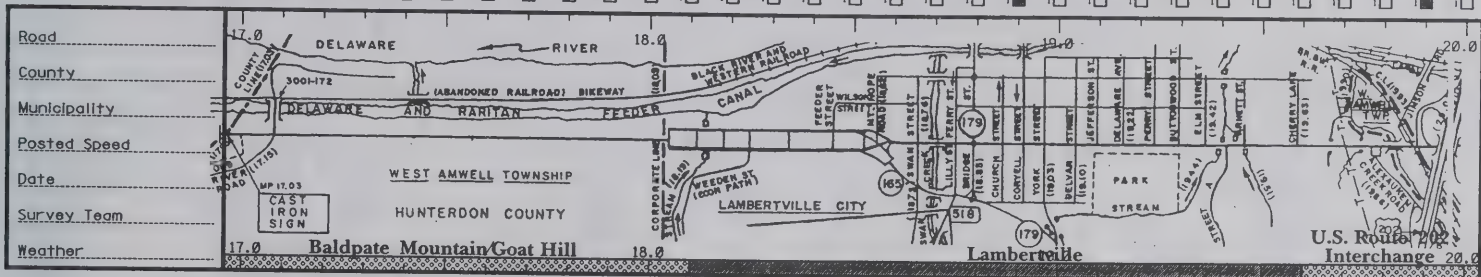
2.3



## Unity

Intactness

### Vividness



## Unity

Intactness

### Vividness

Average

2.3

1

**Visual Survey Rating Sheet: Segments 11 – Canal North & 12 – Stockton**

Average          1             3

Road	
County	
Municipality	
Posted Speed	
Date	
Survey Team	
Weather	

Unity

Intactness

Vividness

Average          1             3

[illegible]

Average

3.6

## Unity

Intactness

### Vividness

Road	23.0	24.0	25.0	26.0
County	DELAWARE RIVER			
Municipality	BULLS ISLAND STATE PARK			
Posted Speed	3001-480			
Date	RIVER DRIVE			
Survey Team	DELAWARE TOWNSHIP			
Weather	BULLS ISLAND HUNTERDON			

## Unity

Intactness

Vividness

Average

3.6

[illegible][illegible]

The figure displays a sequence of 28 diagrams, each representing a 5x5 grid at a specific time step  $t$  from 0 to 27. Each grid is composed of black and white squares. The sequence shows a dynamic process where black squares (representing one state) and white squares (representing another state) interact and move across the grid. At  $t=0$ , the top row is entirely black and the bottom row is entirely white. As  $t$  increases, black squares move downwards and white squares move upwards, creating a wave-like pattern. By  $t=27$ , the pattern has shifted significantly, with the top row being all white and the bottom row being all black.

[illegible][illegible][illegible]

Figure 1 displays a sequence of 28 small diagrams, each representing a 5x5 grid of cells. The cells are either black or white. The sequence is labeled with time steps  $t=0$  through  $t=27$ . The diagrams show a progression of black cells moving across the grid, with some cells turning white again, illustrating a dynamic process over time.

[illegible][illegible]



**Visual Survey Rating Sheet: Segment 14 – Cliffs**[illegible]

Road	29.0	30.0	31.0	32.0
County				
Municipality				
Posted Speed				
Date				
Survey Team				
Weather	29.0	30.0	31.0	32.0

Unity

Intactness

Vividness

[illegible]

### Visual Survey Rating Sheet: Segment 15 – Frenchtown Border

[illegible]

Figure 1 displays the mean scores for the 100 items of the 100-item version of the IASAS across the three groups. The items are organized into three rows: Unity, Intactness, and Vividness. Each row contains 33 items, with the last item in each row being a filler item. The mean scores for each item are shown in a grid format, with the scores for the Control group (n = 100) in the first column, the Experimental group (n = 100) in the second column, and the Comparison group (n = 100) in the third column. The scores are presented as mean (SD) for each item.

Figure 1 displays a 3x20 grid of small bar charts, each representing the distribution of responses for a specific variable (Unity, Intactness, Vividness) across 20 items. The y-axis for each chart ranges from 1 to 5. The 'Average' row at the bottom shows the mean for each item, with a '1' in the 16th position.

*APPENDIX 6*

*INSTITUTIONAL SURVEY -*

*METHODOLOGY / QUESTIONS*

## **Appendix 6 : Institutional Survey Methods**

The institutional survey evaluates the potential to which the scenic byway may be managed to preserve and enhance its attributes.

Relative to the physical and visual surveys, the institutional survey is an interview questionnaire which is intended to provide an objective inventory of measures that are currently in place or potentially available based on the responses of public officials at all levels of government with jurisdiction in the scenic corridor. Questions include:

- \* Does a conceptual plan already exist for the byway as a result of tourism or other public or organization efforts?
- \* Are controls and authorities necessary to manage the byway already in place, planned or programmed?
- \* Has your agency expressed support for protecting the area by adopting resolutions?
- \* Have historic sites and districts been identified and registered, and are historic sites managed by existing historic commissions or trusts?
- \* Does the scenic byway have a special image in your jurisdiction?
- \* Are there images of the scenic byway in your jurisdiction that should be promoted?
- \* Are there images of the scenic byway in your jurisdiction that should be improved?
- \* Are resources available through your agency to implement measures to improve the scenic byway?



*APPENDIX 7*

*PUBLIC COMMENTS*

*MARCH, 1995 and JUNE, 1995 MEETINGS*

## Appendix 7 : Public Comments and Committee Responses

### Public Comments on October 1994 Draft Management Plan

*The State Scenic Byways Steering Committee conducted a series of four public workshops during March 20 - 30, 1995. A second series of meetings was held during June 1 - 6, 1995. Public comments are paraphrased from comments written on management plan diagrams, questionnaires, and other correspondence received through August 15, 1995. Responses of the Steering Committee are indented and printed in italics.*

#### Segment 1 — Trenton Skyline

*No comments received.*

#### Segment 2 — Stacy Park

- ◆ Expose “shaky bridge” in Stacy Park, clean and clear so that it can be seen by passing traffic.
- ◆ Consider connecting the Stacy Park bike path with the Delaware & Raritan Canal bike path if possible.
- ◆ Re-landscape Stacy Park to make it more inviting to users.
- ◆ Need more parking spaces to access the canal path.

*Each of the above recommendations was added to the revised management plan as opportunities for future consideration by the City of Trenton, but were not made part of the current management strategy.*

- ◆ Install wrought iron fencing along Stacy Park. Consider using wrought iron fencing in all residential areas.  
*This was added to the revised management plan as an opportunity, but was not made part of the current management strategy. This recommendation is not considered to be feasible at present as the cost of even an imitation wrought-iron style fence would be prohibitively high for any significant distance. Advances in the use of materials may make this approach less expensive in the future, however.*
- ◆ Lower the speed limit to allow for scenic viewing.  
*This was added to the revised management plan as an opportunity, but was not made part of the current management strategy. The New Jersey Department of Transportation is not considering reducing speed limits at this time.*

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- ◆ Use Victorian-style ornamental light fixtures (with appropriate lumens) to recapture the historic feel of the original parkway (pre-Route 29 freeway).  
*This recommendation was added to the revised management plan as an opportunity, with the addition that other types of ornamental lighting may also be considered, but was not made part of the current management strategy.*
- ◆ Restore and redesign pedestrian overpasses to recapture the feel that the homes neighboring Route 29 once had in terms of their connection to Stacy Park and the Delaware River.  
*This recommendation was included in the revised management plan as an opportunity, but was not made part of the current management strategy.*
- ◆ Change the surface of the concrete highway to reduce noise from vehicles.
- ◆ Screen neighboring houses from the view of and noise from Route 29 by adding an additional row of privet or flowering shrubs along the northbound right-of-way of Route 29.  
*As this section of the highway is in excellent repair, it would not be cost-effective to resurface the roadway in the foreseeable future. This segment of the highway was recently landscaped to remove the overgrowth of vegetation along the fence and to reduce maintenance costs. Studies have shown that vegetation does not effectively screen noise levels. However, consideration of alternative noise abatement measures that may include combinations of low noise walls and plantings as well as changes to the pavement surface were included in the revised management plan as opportunities and as a management strategy for right-of-way landscape management. An administrative recommendation for planning and programming concerning minimizing conflicts between land development and highway noise was also included in the revised management plan.*
- ◆ Place shrubs in the median.  
*This recommendation was not accepted due to conflicts with public safety concerns. For this class of highway and the current width of the median, shrubs are considered to result in a safety hazard in the operation and maintenance of the highway. Public response to the placement of wildflowers in the median was also negative, in that some felt it was unkempt and others caused safety hazards by clipping flowers from the median.*
- ◆ Explain what is meant by “possible facade improvement.”  
*This phrase, used on the management strategy diagrams, inaccurately represented the existing view shed management strategy calling for various groups “to collaborate to design an attractive ‘gateway’ for southbound travelers approaching*

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*the State Capitol complex and for northbound travelers approaching western Trenton...” which could be implemented through the voluntary participation of private property owners choosing to pursue low-interest improvement loans, joint purchase arrangements for building supplies, or a variety of other possible arrangements.*

- ◆ Coordinate signage proposals with the City’s signage project.

*Agreed. This cooperation with the City of Trenton was already expressed in the view shed management strategy regarding historic markers and tourism signage, so no revision is needed.*

- ◆ How will “selective thinning” affect air quality? Would this violate Federal law?

*Selective thinning refers to the removal of vines, pruning of branches, clearing of undergrowth and dead vegetation, and similar small-scale maintenance that contributes to opening limited views without clearing all vegetation from an area. In many cases, such practices are necessary to improve the health of the remaining vegetation. Therefore, the effects on air pollution should be negligible, if not positive, if the thinning is conducted properly. The Steering Committee has initiated discussions with some State agencies to begin preparing guidelines to assist field personnel in employing appropriate techniques for selective thinning in scenic corridors.*

### **Segment 3 — Boulevard**

*No comments received.*

### **Segment 4 — Yardley Overlook**

- ◆ This is a nice stretch of the Delaware and Raritan Canal, which should have more public access for hiking and bicycling.

*This recommendation, which is consistent with the General Policies for the scenic byway in the existing management plan, was added as an opportunity for consideration by, and consultation among, affected agencies and organizations such as the New Jersey Department of Environmental Protection, the Delaware and Raritan Canal Commission, Mercer County, the City of Trenton and Ewing Township.*

### **Segment 5 — I-95 Interchange**

- ◆ Parking is definitely needed for those using the Delaware and Raritan Canal Park trail near the Scudder’s Falls bridge.



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*This recommendation was already included in the existing management strategy.*

- ◆ Is selective thinning really needed under the overpass? Who would see it? Would opening views slow down traffic and create hazards? The view is visible now. Thinning vegetation would eliminate natural beauty, natural sound barriers, and air and water pollution control.
- ◆ Thinning is needed here to protect the people using the canal path. It is like a jungle and is a dangerous place.  
*As stated earlier, selective thinning refers to the removal of vines, pruning of branches, clearing of undergrowth and dead vegetation, and similar small-scale maintenance that contributes to opening limited views without clearing all vegetation from an area. In many cases, such practices are necessary to improve the health of the remaining vegetation. Therefore, the effects on air and water pollution and the local ecology should be negligible, if not positive, if the thinning is conducted properly. Selective thinning, in contrast to clearing, would open only brief views or glimpses that would provide the traveler a sense of context of the road in the natural and built environment. Such views need only be narrowly framed, so they would not tend to slow traffic as the traveler would be past the view opening before they could react to it by slowing down. The Steering Committee has initiated discussions with some State agencies to begin preparing guidelines to assist field personnel in employing appropriate techniques for selective thinning in scenic corridors that will preserve the natural functions of vegetation while enhancing views. In regard to this specific site, the encroachment of vegetation on the trail was included in the revised management plan as Opportunities/Ideas" in the southbound survey.*
- ◆ Attention should be called to the State Police Museum located on the grounds of the State Police Complex off River Road. It houses artifacts associated with the Lindbergh kidnaping trial.  
*The State Police Museum was included in the revised management plan in the description of environs and point of interest, and as an opportunity for the southbound survey of the I-95 interchange as well as the northbound survey of the Yardley Overlook segment (from which northbound access is provided). A view shed management measure for navigational signage was included in the management strategies for these segments in the revised management plan.*

### Segment 6 — Washington Crossing

- ◆ Remove or relocate utility lines to permit natural growth of trees and to prevent the need for extensive pruning.
- ◆ Moving utility lines and poles to the northbound side would improve views, but could be hazardous to residents in attempting to exit their driveways.
- ◆ Utility lines should be buried in this area.

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*Each of these above considerations were added to the opportunities and view shed management strategy in the revised management plan.*

- ◆ The State should purchase and retire the automobile service station at the corner of Route 29 and Washington Crossing-Pennington Road (County Route 546).  
*This recommendation was not accepted for inclusion in the management plan as it is not only prohibitively expensive, but it would also remove a service that supports tourism in the area.*
- ◆ Thinning of vegetation, especially vines, is supported along the canal banks and river bank. Thinning should not reduce the ability of vegetation to act as a pollution control and noise buffer. Tourists should be encouraged to stop and walk to views, rather than to provide extensive clear views by removing vegetation.  
*Please see the response to the selective thinning recommendation in Segment 5 above.*
- ◆ The parking area for boat access is a mud pit, and should be improved.  
The shoulder at milepost 11.3, which has possible access to the canal and is big enough to park a large truck, is in need of some cosmetic work.
- ◆ At milepost 11.8, the shoulder should be widened to provide a bicycle lane, as neighborhoods in this area also access the canal area.  
*These above recommendations were added to the opportunities and the view shed and roadway design management strategies in the revised management plan.*

### Segment 7 — Titusville

- ◆ Removal of the billboard is supported.  
*This recommendation was included in an existing view shed management strategy for this segment.*
- ◆ Clarify what is meant by “pavement and shoulder work needed for southbound lanes.”  
*The existing management strategy for maintenance and operations for this segment stated that NJDOT should reconstruct the southbound highway pavement and shoulder in the Titusville area.”*
- ◆ What type of building facade treatment is needed? While some progress is inevitable, the area should not be subject to “Hollywood Historic” development.

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*The existing view shed management strategy called for various groups to cooperate in designing and constructing changes that will soften the functional cinder block and glass fronts of commercial and industrial structures directly adjacent to Route 29 in the segment with the use of materials including or suggesting natural or canal-period architectural textures. Such changes could be implemented gradually through the voluntary participation of private property owners choosing to pursue low-interest improvement loans, joint purchase arrangements for building supplies, or a variety of other possible arrangements.*

- ◆ Improve sight lines and slow traffic at Grant Street in Titusville. This is a busy, blind and treacherous intersection.  
*This area was noted in the revised management plan in the description of northbound road conditions, and the need to improve sight lines was added to an existing opportunity and safety enhancement management strategy.*
- ◆ What will be done to protect the privacy of the homeowners in Titusville? Bikers and walkers already park at our homes. We do not need more tourists in the Titusville area walking by our front doors and studying our homes. We live in this community for the solitude.  
*The management plan recognizes the value of Titusville as an historic community. While the management plan encourages improved parking and access to public places such as the Delaware and Raritan Canal Park and Washington Crossing State Park, the provision and control of parking on River Road and adjoining streets within Titusville is at the discretion of the municipality (Hopewell Township).*
- ◆ The metal guide rails along Route 29 at Titusville look horrible, and should be replaced.  
*This recommendation was included as an opportunity in the revised management plan.*
- ◆ At milepost 13.2, there is a need to better mark (or even name) access bridges to the canal to give motorists, bikers, boaters and fishermen better information on how to better utilize the towpaths, parking lots, landings and access points to the tow path. Naming the bridges would also be a “colorful” addition to the tow path so that people can say “I fish/park/etc. at the -blank- bridge” or “I biked from bridge A to bridge B.”  
*This signage recommendation was added to the revised management plan as an opportunity and as a view shed management strategy.*
- ◆ Acquire a scenic easement on a 54 acre farm which has a major impact on the view and character of the area.  
*The recommendation regarding the preservation of this specific site was not accepted for inclusion in the revised*

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*management plan, but may be considered in a later revision.*

### **Segment 8 — Baldpate Mountain/Goat Hill**

- ◆ The area is scenic, historic and folk-loric. Add adequate parking for people using the multi-use trail. The area should be left as a natural area, as improving parking will create noise, extra litter, continuing exploitative commercial hot dog stands, require port-a-toilets to accommodate tourists.  
*A purpose of the management strategy is to define the locations where access to public lands and facilities should be discouraged as well as the locations where public access should be encouraged. Public access should be encouraged in areas which, with the least investment and disruption, can best accommodate and manage the anticipated demands of tourists and other recreational users. Therefore, it is appropriate that the existing view shed management strategy identifies improvements for access to the Delaware and Raritan Canal Park to at least one specific site within the segment.*
- ◆ Keep the old historic and scenic stone crusher building and site, and don't allow it to fall into disrepair.  
*This recommendation was added to the opportunities for consideration by Mercer County, but was not included as a current management strategy in the revised management plan.*
- ◆ The billboard should be removed.
- ◆ Signage approaching Valley Road for Belle Mountain and Howell Living History Farm is a waste of taxpayers' money.  
*The recommendation to remove billboards was included in an existing view shed management strategy for this segment. Providing tourism navigational signage increases the efficiency of existing public investments in recreation areas, and is consistent with the management plan's stated objective to "enhance tourism in proximity to centers of recreation and commerce."*
- ◆ Selective thinning should be performed in the fall and winter after birds are gone.  
*Please see the response to the selective thinning recommendation in Segment 5 above.*
- ◆ Thin trees around Wells Falls on both sides of the canal. Clear selectively from the falls to the Fireman's or Flea Market.  
*These recommendations were added to the opportunities and view shed management strategies in the revised management plan.*



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- ◆ Drainage improvements and slope stabilization is needed as a safety issue for problems that occur during major storms and from winter snow and ice.  
*This recommendation was added to the opportunities and to the management strategy for maintenance and operations for this segment in the revised management plan.*
- ◆ Expand parking on the southbound shoulder at the county line.  
*This recommendation was added to the opportunities and view shed management strategies in the revised management plan.*
- ◆ Acquisition of scenic easements for the fields is supported.  
*This recommendation was included in an existing view shed management strategy for this segment.*

### Segment 9 — Lambertville

- ◆ Narrowing of Route 29 to two lanes at the south end of the city will increase congestion, eliminate the only safe passing zone between I-95 and Frenchtown, and will encourage illegal passing of slow traffic. Four lanes are needed for traffic flow and left turns. It is difficult enough to enter Route 29 from the hills as it is. Improve policing of the speed limit./This is a great idea. We could use the street again. The widening by the State was originally resisted by Lambertville residents in the 1930s, and was built at the expense of original front yards, slate sidewalks and curbs. More trees are needed. Creating an aesthetically pleasing gateway to Lambertville would help to slow traffic.  
*The acceptability of this measure as part of the management strategy was not resolved. Therefore, the measure was removed from the roadway design management strategy and retained as opportunities in the revised management plan for future discussion and consideration.*
- ◆ Granite curbing along Route 29 would be a waste of money, hokey historicism. The streetscapes don't need any more clutter or an overdone "Main Street USA" look./Sidewalks, crosswalks and trees are needed to make Main Street usable as the town's main street. Sidewalks are especially needed from Jefferson Street to Elm Street for children walking to and from the school and playing fields.
- ◆ Brick paving is expensive, uneven and dangerous in winter, especially for the handicapped. How do you propose to maintain our small backyards while burying power lines in them? Many have old cisterns or cesspools. Why not bury them out front when putting in new sidewalks and curbs? We have no yards to speak of and we need some scenic beauty, too.

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*The concerns expressed above relate primarily to issues of design, with the exception of the need to establish additional sidewalks and crosswalks. While long range projects were intended to open a discussion of design issues as part of implementing the management measure, the overall acceptability of much of the roadway design management measure for Main Street was not resolved. Therefore, the measure was removed from the roadway design management strategy and retained as opportunities in the revised management plan for future discussion and consideration. In its place, a roadway design management measure to extend sidewalks and establish crosswalks was added as a short range measure.*

- ◆ A regional tourist information center in town would add to economic development and commercial enterprises such as restaurants and shops would benefit. The City can do better to accommodate cars, toilet needs for tourists, food and shopping./There is too much congestion in town already to add a regional tourism center. Locate it outside of town, in Stockton, or at Frenchtown as an “anchor” for the scenic byway.

*The acceptability of this measure as part of the management strategy was not resolved. Therefore, the measure was removed from the view shed management strategy and retained as opportunities in the revised management plan for future discussion and consideration.*

- ◆ Screening of the shopping center and apartment complex at the north end of the city was supported, and tearing it down altogether to build something “more appropriate to the town’s character” was recommended.

*The existing right-of-way management measure was retained.*

- ◆ Provide access to the tow path along the four lane section.
- ◆ Don’t disturb the Alexauken Creek area.
- ◆ Don’t touch the river front, especially what is left of the boat club.

*Each of the above recommendations were added to the revised management plan as opportunities for future consideration by the City of Lambertville in consultation with appropriate agencies such as the Delaware and Raritan Canal Commission.*

- ◆ Getting the trucks off Main Street is more important than scenic improvements. Build a bypass around Lambertville to divert truck traffic as proposed in a 1968 State plan. Limiting truck traffic congestion, at least by a time limit, would reduce congestion enough to improve safety, reduce noise, and allow narrowing the highway to two lanes without blocking traffic.

*The routing of truck traffic is a regional issue with statewide and interstate implications that is currently being addressed by a regional office of the New Jersey Department of Transportation. The public concern with the volume and duration of truck traffic was recognized in the “Roadway Conditions” and opportunities sections for this segment in the revised*

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*management plan. Specific recommendations for mitigating truck traffic were regarded as outside the scope of the objectives of a scenic byway management plan and were not included with the management strategy.*

### **Segment 10 — US Route 202 Interchange**

- ◆ Add a sign, “Welcome to Delaware Township.”
- ◆ The Holcombe/Jimson Historical Heritage Farm should be considered as a possible future recreation area. The adjacent stream is stocked for trout, and a parking area could be provided during fishing season.
- ◆ Consider a park and ride lot at Jimson Road.  
*Each of the above recommendations were added to the revised management plan as opportunities and as a new view shed management measure for signage pending future discussion with the operators of the Holcombe Jimson farm and the municipality (Delaware Township).*
- ◆ Plant wildflowers in this area.  
*This recommendation was included in the revised management plan as opportunities and a right-of-way landscape management strategy for highway beautification at the interchange.*
- ◆ Why screen the cemetery?  
*The management measure in the existing right-of-way landscape management strategy recommended that “NJDOT should plant street trees along the edge of the southbound right-of-way to provide a foreground view and to partially screen mid-ground and long views of the cemetery, U.S. Route 202, and the high-tension power lines.”*

### **Segment 11 — Canal North**

- ◆ What is meant by “open up” views?
- ◆ Removing trees can result in erosion and flooding problems.  
*Please see the response to the selective thinning recommendation in Segment 5 above.*
- ◆ Note that there are houses in the area proposed for street trees.  
*Street trees are usually planted within the public right-of-way of a road, beyond the paved area. If there is no right-of-way in public ownership sufficient for the planting of street trees, an opportunity remains for voluntary or cooperative*

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*arrangements to be made to plant these trees. The existing right-of-way landscape management measure was revised in the revised management plan to make clear that NJDOT should plant street trees where adequate public right-of-way is available.*

- ◆ There is no room for parking or a shoulder along Route 29 due to stream encroachment limitations.  
*This observation was added to the southbound "Environs" description for this segment.*
- ◆ Speed bumps should be placed in the road in this area.  
*A recommendation to consider traffic calming measures approaching Brookville was included as a northbound survey opportunity in the revised management plan..*

### Segment 12 — Stockton

- ◆ Are welcome signs necessary? There should not be welcome signs for Stockton or Brookville. There is no such "place" as Brookville. Lots of signs distract from a scenic area./Add a "Welcome to Delaware Township" sign.  
*Concerns regarding the design and proliferation of signage are recognized and addressed in Section 4.3.2 of the existing management plan, "Implementation Schedule and Priorities: Planning and Programming," which states that "NJDOT should conduct a study to establish motifs, logos and size standards for Scenic Byways tourism signage..."*
- ◆ Stockton starts at milepost 22.35.  
*The location of a "Welcome to Stockton" sign on the management plan diagram is approximate, and was intended to correspond to the edge of development contiguous to the town center.*
- ◆ No ornamental lighting in Stockton.  
*The applicable right-of-way landscape management strategy in the existing management plan recommends that appropriate agencies "...should design and establish streetscape improvements that extend the character of Bridge Street northward to the fork at Ferry Street." This would imply using the same type of lighting as found on Bridge Street.*
- ◆ Parking is a big problem in Stockton, especially for cyclists.  
*This recommendation was recognized as opportunities in the revised management plan for future consideration by the Borough of Stockton.*



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- ◆ A useful sign would direct tourism parking to Prallsville.  
*This recommendation is already included in the existing management plan as opportunities under both the northbound and southbound narratives: "Tourism for the historic Prallsville Mills area at the north end of Stockton Borough could be promoted by increasing advertising, signage and other appropriate techniques." The view shed management strategy for placing historical or navigational signs and markers identifying Brookville and Stockton Center in the existing management plan was revised to include Prallsville Mills.*
- ◆ Add sidewalks along Route 29 where possible.  
*The right-of-way landscape management strategy for streetscape improvements was revised to specifically include sidewalks in the revised management plan.*
- ◆ The unsafe curve at milepost 21.6 cannot be widened due to the stream.  
*This observation was incorporated into the description of roadway conditions. The existing management plan did not include recommendations to widen the roadway at this location.*
- ◆ Need a 3-way stop sign at the intersection of Bridge and Main Streets.  
*This recommendation was included as opportunities for future consideration for the northbound and southbound descriptions in the revised management plan, pending further analysis by the New Jersey Department of Transportation.*
- ◆ Talk to the Stockton planning board.  
*Representatives of the Steering Committee met with the Mayor of Stockton prior to the public workshop meetings, and will respond to any invitation by the Planning Board communicated to the Scenic Byway Coordinator. The role of the management plan is to provide a context for and priority among projects, but it does not in itself initiate projects. Agencies initiating individual projects within the management plan will meet with municipal representatives as a matter of course for each project.*
- ◆ Are houses too close to the road to allow streetscape improvements? What are the impacts on private property?  
*These considerations are to be addressed in the course of designing a specific program of streetscape improvements, a process that includes community participation. While the impacts are generally beneficial to private properties affected, the specific impacts depend on the improvements selected.*

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- ◆ Prallsville Mill has hidden portable toilets, is a scenic area with access to the canal and a walking trail, and is a good fishing place for children.

*This observation was added to the general description.*

### Segment 13 — Bull's Island

- ◆ Farmland preservation between mileposts 24.06 to 24.2 is a good idea/bad idea. What if the owner of land recommended for farmland preservation is not interested in retaining the property for farming, and seeks to develop?

*Farmland preservation refers to a voluntary program which involves the cooperation of the private land owner, the municipality, the county Agriculture Development Board, and the State Agriculture Development Board in releasing rights to future development by donation and/or purchase. Farmland preservation cannot therefore move forward without the cooperation of the land owner.*

- ◆ There is a beautiful view of the river here that is hidden by trees.

*Due to the distance of the highway from the Delaware River, selective thinning may not be sufficient to provide views and more extensive clearing would interfere with other recreational and ecological goals. The description of the environs was revised to point out the existence of these views, and that access to these views was best achieved by boat, bicycle or foot path.*

- ◆ Can trees be treated for an ugly severe fall webworm infestation? It seems to be getting worse each year.

*This recommendation was included as an opportunity pending consideration by the New Jersey Department of Environmental Protection.*

- ◆ Coordinate preservation measures with Route 13 in Pennsylvania.

*An informal level of coordination is maintained by several members of the Steering Committee participating in the Delaware River Greenway effort. A more formal level of dialogue on interstate issues is expected to be instituted as a continuing work effort following designation of the Route 29 scenic byway.*

- ◆ The quarry rest area is private and dangerous with unstable stone.

*The view shed management measure to upgrade the quarry rest area at mile post 23.2 was removed, but retained as opportunities.*

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- ◆ Consider placing an orientation kiosk at Bull's Island with a map of attractions in other locations north and south.
- ◆ More public restrooms are needed for tourists. Existing facilities at milepost 25.5 are primarily restricted for campers.  
*These recommendations were addressed in the existing management plan through a view shed management measure to "improve signage and visitor facilities for the Bull's Island footbridge..." These observations were included in the description of the environs in the revised management plan.*
- ◆ Who is Daniel Bray for whom the highway is named?  
*The fact that the highway is named in honor of Daniel Bray, a Kingwood Township Revolutionary War patriot, was added to the description of the environs.*
- ◆ Remove the sign that says Rosemont. Quarry Road is a narrow dirt road.
- ◆ Take down the Idell Road sign at milepost 25.2.  
*Each of the above recommendations was included in the revised management plan as part of opportunities for reviewing and improving navigational signage in the segment, and as a similar management strategy for view shed management.*

### Segment 14 — Cliffs

- ◆ The cliffs are particularly dangerous in the spring, with falling rock endangering bicyclists and northbound vehicles.  
*This observation was added to the description of the northbound environs in the revised management plan.*

### Segment 15 — Frenchtown Border

- ◆ River access could be improved at the bridge.
- ◆ Frenchtown is an asset and an anchor for a scenic corridor. The Frenchtown Historic District, on the National and State Registers of Historic Places, extends to the north of Route 29. Parking areas, bike paths, interpretive signage, river access and streetscape improvements should be considered here as in other river towns.  
*Each of the above recommendations address sites outside of the boundary of the scenic byway. Pending consideration of a formal request from the Borough of Frenchtown to include its municipal streets in the scenic byway, and a subsequent inventory and assessment of the scenic corridor for these roads, these recommendations were added to the opportunities in the Frenchtown Border segment in the revised management plan.*





*APPENDIX 8*

*MANAGEMENT PLAN REVISIONS*

*as RESULT OF 1995 PUBLIC MEETINGS*

## **Appendix 8 : Summary of Revisions to the Management Plan As Result of Public Comments on 10/94 Draft**

*(It should be remembered that further revisions were made later as a result of meetings with the mayors, planning boards and environmental commissions of the municipalities or due to editing or formatting changes. These later revisions, reflected in the Final Draft Management Plan may have eliminated or further revised the following responses.)*

Revisions to the October 1994 draft were based on:

- 1) public comment received in four workshops on the draft in March 1995;
- 2) public comment received in two follow-up workshops in June 1995;
- 2) minor editorial revisions; and
- 3) changing the presentation from a “working draft” to a final format.

Revisions affecting the substance of the management plan are summarized below.

Draft dated November 1995.

Credits page added.

“Preface to the Working Draft” changed to “Preface”.

**Chapter 1: Description and Purpose** — No substantial changes.

**Chapter 2: Study Organization**

**Section 2.1: Sponsor** — The name of the Scenic Byway Coordinator was added.

**Section 2.3: Scenic Corridor Committee** — Updated to reflect actual process used.

**Chapter 3: Inventory and Assessment** — References to the institutional survey in the introduction and in Section 3.3 were corrected to refer to the interviews conducted by the Steering Committee with each mayor of a municipality along Route 29.

**Chapter 4: Scenic Byway Management Strategy** — “Opportunities” changed to “Ideas and Opportunities.”

**Section 4.2.1: Trenton Skyline** — A description of John Fitch was added to the southbound survey. Southbound opportunity 4

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was removed as obsolete, as was the associated second view shed management strategy.

**Section 4.2.2: Stacy Park** — In response to public comments, northbound opportunities 3, 5, 8, 11 and 12 were added, northbound opportunity 4 was modified, southbound opportunities 3, 6, 7 and 8 were added and southbound opportunity 5 was modified. A second right-of-way landscape management measure regarding noise abatement measures was added in response to public comments. The roadway design management measures were removed from the management strategy pending further study, and remain as opportunities.

**Section 4.2.3: Boulevard** — No substantial changes.

**Section 4.2.4: Yardley Overlook** — Northbound opportunity 3 was added in response to public comments.

**Section 4.2.5: I-95 Interchange** — Southbound opportunities 1 and 5 were added in response to public comments.

**Section 4.2.6: Washington Crossing** — Northbound opportunities 2, 4 and 5, southbound opportunities 3 through 5 and corresponding view shed and roadway design management strategies were added in response to public comments.

**Section 4.2.7: Titusville** — Northbound and southbound opportunities 2 and a corresponding view shed management strategy were added in response to public comments.

**Section 4.2.8: Baldpate Mountain/Goat Hill** — In response to public comments, northbound opportunities 5 and 12 were added and opportunity 6 was revised. Southbound opportunities 2, 6, 7, and 11 were added. The first view shed management strategy was revised to add NJDOT to participants and to add consideration of easement purchase to other slopes in the segment. Two new view shed management strategies were added. The first right-of-way management strategy was revised. A new strategy for maintenance and operations was added.

**Section 4.2.9: Lambertville** — Northbound and southbound descriptions of roadway conditions were revised to emphasize the local concern with truck traffic. Northbound opportunity 3 and southbound opportunities 4 and 6 were added in response to public comments. The view shed management measure regarding the regional tourist information center was removed. Two roadway design measures to redesign the northern and southern entrances to the city were removed from the management strategy, but

## **Appendix 8 : Summary of Revisions to the Management Plan As Result of Public Comments on 10/94 Draft**

retained as revised opportunities (northbound 1 and southbound 1 and 7). The remaining roadway design measure was scaled back to address only sidewalk and crosswalk concerns.

**Section 4.2.10: US Route 202 Interchange** — Northbound and southbound points of interest were revised, northbound opportunities 1 through 4 and southbound opportunities 2 through 4 were added, and three view shed management and one right-of-way landscape management measures were added.

**Section 4.2.11: Canal North** — The southbound “environs” description and the existing right-of-way landscape management measure were revised in response to public comments.

**Section 4.2.12: Stockton** — Northbound opportunities 3 and 5 and southbound opportunities 5 and 6 were added in response to public comments. The view shed management strategy for signage and the second right-of-way landscape management strategy were revised.

**Section 4.2.13: Bull’s Island** — The description of the southbound environs was revised, northbound opportunities 6 and 7 and southbound opportunities 4 and 5 were added, and a new right-of-way landscape management strategy were added in response to public comments. The view shed management strategy to improve the quarry rest area was removed.

**Section 4.2.14: Cliffs** — The description of the northbound environs was revised in response to public comments.

**Section 4.2.15: Frenchtown Border** — Northbound opportunity 2 was revised and southbound opportunity 2 was added in response to public comments.

**Section 4.3.1: Project Schedule** — Exhibits were updated to correspond with changes.

**Section 4.3.2: Planning and Programming** — An administrative recommendation for noise abatement was added.

**Chapter 5: Appendices** — Appendices 1 and 2 were completed and updated to reflect approaches used in the case study. Appendices 5 and 6 identifying and responding to public comments were added.



## APPENDIX 9

### FORMAL ENDORSEMENTS

## **Appendix 9 : Official Endorsements**

Each of the State agencies with jurisdictions within the Route 29 Scenic Byway corridor was asked to provide an official endorsement of the Management Plan, to indicated their commitment to those management strategies which fell within their purview. Each Department provided such an endorsement and those endorsements immediately follow.

In addition, each municipality along Route 29 was asked to official endorse the Management Plan as a way of indicating their support both for the New Jersey Scenic Byways Program and for those management strategies which were being proposed within their municipal boundaries. Although all management strategies are to be implemented within state rights-of-way, the Scenic Corridor Committee wanted each of the municipalities to be comfortable with the proposals. Of the nine municipalities, five chose to provide such an endorsement at this time. The remaining four municipalities chose to adopt more of a "wait and see" approach to the scenic byway concept, as no one can predict the impact of scenic designation with any certainty. The thing that should be remembered is that no municipality chose to officially oppose the scenic byway.

The State agencies and municipalities which have taken an official action to endorse the Scenic Byways Program and the Route 29 Management Plan are as follows :

### **State Agencies -**

NJ Department of Transportation - through approval of this Management Plan by the NJDOT Commissioner

NJ Department of Environmental Protection

NJ Department of Commerce and Economic Development, through the Division of Travel & Tourism

Delaware and Raritan Canal Commission

### **Municipalities -**

Borough of Frenchtown

Borough of Stockton

Delaware Township

City of Lambertville

City of Trenton

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